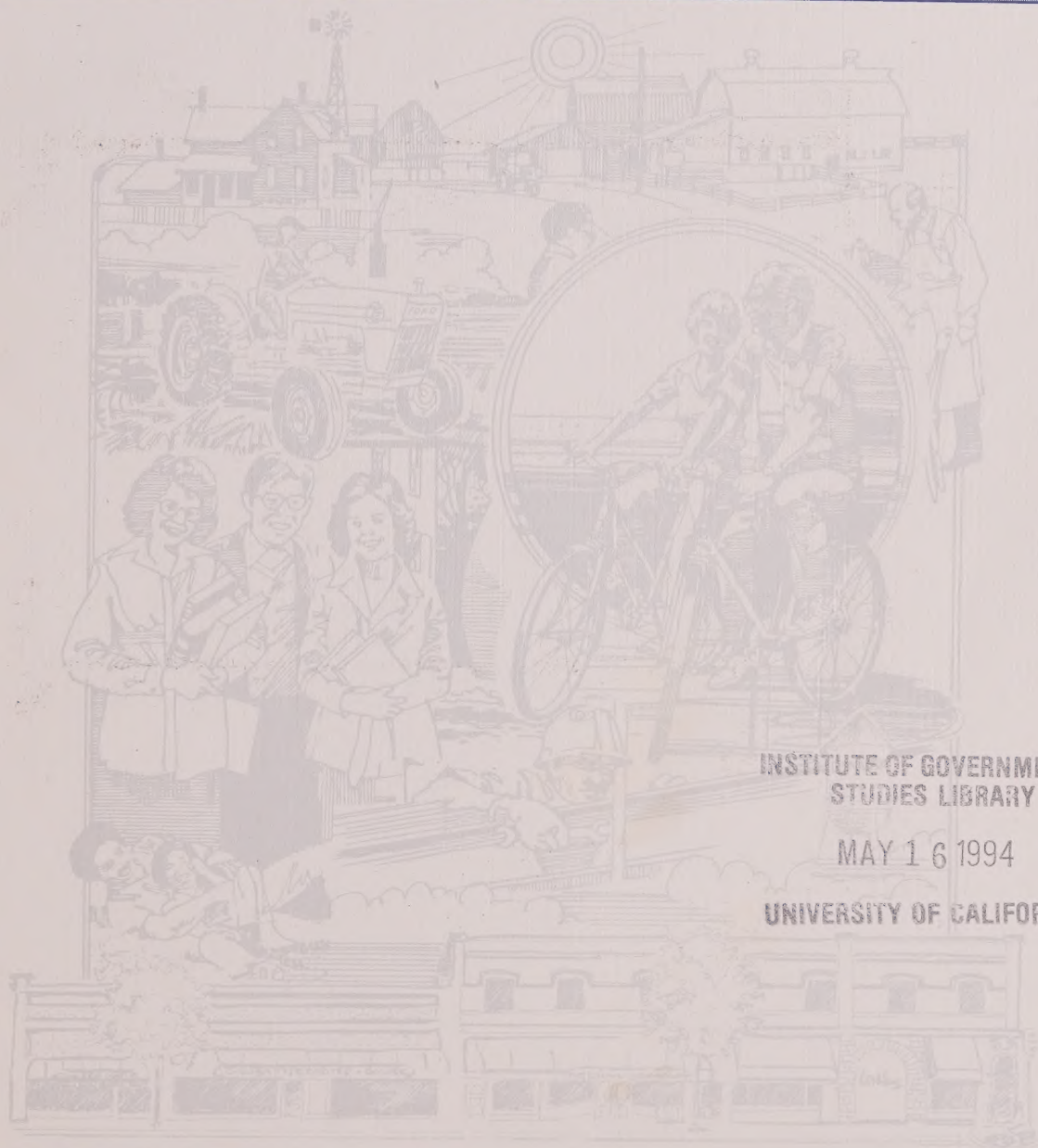




CITY OF DINUBA

GENERAL PLAN


LAND USE AND CIRCULATION ELEMENTS



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**CITY OF DINUBA
GENERAL PLAN**

**Land Use, Circulation and
Open Space Elements**

**Adopted
September 1988**

ACKNOWLEDGEMENTS

Dinuba City Council

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Mayor

Raymond K. Millard
Vice-Mayor

Barbra Lankford
Council Member

Mary Olvera
Council Member

John de la Montanya
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James Edward Todd
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Dinuba City Planning Commission

Edward Koobation
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Kent Holcomb
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DINUBA CITY COUNCIL
RESOLUTION NO 4711
(amended)

IN THE MATTER OF THE DINUBA CITY COUNCIL
CERTIFICATION OF THE GENERAL PLAN EIR AND
AMENDMENTS TO THE LAND USE, CIRCULATION
AND OPEN SPACE ELEMENTS OF THE DINUBA
GENERAL PLAN

WHEREAS, on August 16, 1988, the Dinuba City Council met, in a duly noticed public hearing, for the purpose of reviewing the Final Draft Program Environmental Impact Report prepared for the Dinuba General Plan Update Program and to consider comprehensive amendments to the Land Use, Circulation and Open Space Elements of the Dinuba General Plan;

and

WHEREAS, at its August 16, 1988, hearing, no action was taken by the Council to approve Industrial land uses as listed in modifications 13(a), (b), and (c) of the Proposed Modification List. A consensus vote to approve modifications 13(a) and 13(c) were each technically denied by a tie vote with one abstention; and

WHEREAS, notwithstanding the results of its action in the matter of Industrial land uses, the Council did adopt Resolution Number 4711 to amend the Dinuba General Plan with regard to the Land Use, Circulation and Open Space Elements as is more specifically set forth in this resolution;

and

WHEREAS, the Council at the following regular meeting conducted on September 13, 1988, by motion, rescinded Resolution Number 4711 and desires to clarify their action by further designating the industrial area for the City; and

WHEREAS, the City Council considered reports from the Dinuba Economic Development Committee, the Planning Consultant, and staff, together with testimony from the general public in the matter of the Final Program Environmental Impact Report and proposals for General Plan amendment. The City Council considered Planning Commission Resolution No. 554 and Dinuba Recreation Commission Resolution No. 88-01 presenting the Commissions' recommendation in the matter of the EIR and amendment of the General Plan; and

WHEREAS, the Planning Commission having been made aware of certain changes to the General Plan, as proposed by the Council, did consider a referral of said changes pursuant to section 65356 of the government code and adopted Resolution Number 557. The City Council herein considered the recommendations of the Planning Commission as forwarded in said Resolution Number 557; and

WHEREAS, it was the opinion of the City Council that the EIR has been completed in compliance with the requirements of the California Environmental Quality Act as to the procedures of preparation and its content; and

WHEREAS, the City Council, having further considered the Final Program Environmental Impact Report with respect to required findings, as provided in CEQA, Section 15091, concurred with the Planning and Recreation Commissions and did make the findings of fact relative to significant environmental effects which cannot be mitigated as identified in Section 3.2 of the Environmental Impact Report. Said findings of fact are identified as "Attachment A" and adopted as a part of this resolution; and

Whereas, the City Council did further concur with the recommendations of the Recreation and Planning Commissions as to the appropriateness of certification of the EIR and does hereby adopt, pursuant to CEQA section 15093, the Statement of Overriding Considerations, identified as "Attachment B" and attached as a part of this resolution; and

Whereas, the City Council having reviewed the proposed amendments to the Land Use, Circulation and Open Space Elements of the General Plan and considered reports from the Dinuba Economic Development Committee, Planning Consultant, staff and other testimony from the general public, as well as, the recommendations of the Recreation and Planning Commissions was of the opinion, as expressed by consensus votes, that the General Plan amendments should be approved as recommended by the Dinuba Planning Commission, except as herein modified by the Council.

NOW, THEREFORE, BE IT RESOLVED, that the City Council, having made the findings specified in Attachment A of this resolution and having adopted a Statement of Overriding Considerations as specified in Attachment B of this resolution, does hereby accept and certify the Program Environmental Impact Report prepared for the Dinuba General Plan Update.

BE IT, FURTHER, RESOLVED that the City Council approves and adopts the amendments to the Dinuba General Plan as recommended by the Dinuba Planning Commission, except for the following changes:

1. The Council includes and adopts, as a part of the General Plan, an Urban Area Boundary and Urban Development Boundary, in accordance with Section 1.3, Goal 1, Objective A, Policies number 1 and 2 of the General Plan. Said boundaries are adopted as shown in "Attachment C" of this resolution.
2. Minor policy changes listed in "Attachment D" are incorporated into the General Plan.

3. The planned ultimate right-of-way for Nebraska Avenue, a designated arterial highway, shall be 84 feet.
4. Property located on the north side of E. El Monte Way between Road 72 and Lillie Avenue, and listed as modification number 3 of the Proposed Modification List shall be changed from Medium Density Residential to General Commercial use. The commercial area shall be extended to a depth of 400' from El Monte Way.
5. Although the Council concurs with the recommendations of the Planning Commission relative to a change of use for property located on the north side of Millard Drive between Whitney and Perry Avenues (identified as modification 5 of the Proposed Modification List) from Medium Density Residential to Medium High Residential, they specified that development shall be subject to Precise Plan Approval.
6. Property located on the southeast corner of S. Alta and Kamm Avenues, and listed as modification number 12 of the Proposed Modification List, shall be changed from Medium Low Density Residential to General Commercial use. Property development shall be subject to Precise Plan approval.

BE IT, FURTHER, RESOLVED that the City Council does hereby rescind, clarify, amend and re-adopt Resolution Number 4711 by approving and adopting all modifications, heretofore identified in this resolution, except modification number 13, a proposal for industrial land use. The City Council confirms that the land uses of the 1978 Dinuba General Plan shall prevail and be in effect as shown on "Attachment E" of this resolution.

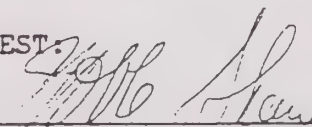
The foregoing Resolution is hereby approved and adopted this 13th day of September, 1988.


AYES: de la Montanya, Millard, Gomez, Lankford, Olvera

NOES: None

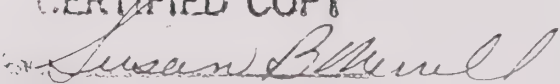
ABSTAIN: None

ATTEST:


City Clerk, City of Dinuba


Honorable Mayor, City of Dinuba

CERTIFIED COPY



ATTACHMENT A
City Council Resolution No. 4711

Dinuba City Council
Findings of Fact
for
Significant Environmental Effects
Which Cannot Be Avoided

Dinuba General Plan Update

The City Council, having considered the Final Program Environmental Impact Report with respect to required findings, as provided in Section 15091 of the California Environmental Quality Act, do hereby make the following findings of fact relative to Significant Environmental Effects Which Cannot Be Avoided as identified in Section 3.2 of the Environmental Impact Report:

1. ENVIRONMENTAL EFFECT

The conversion of prime agricultural soils to urban uses is significant yet unavoidable for growth in valley communities. The premature idling of agricultural land on the urban fringe in anticipation of development also appears unavoidable in the urbanization process.

REQUIRED FINDING

Specific economic, social or other considerations make infeasible the total mitigation of converting agricultural lands to urban uses. However, policies have been incorporated into the plan which serve to manage the timing and immediacy of the impacts.

RATIONALE FOR FINDING

Soils surrounding the City of Dinuba are considered prime soils due to established crop productions. Historically, the City of Dinuba has developed in an orderly progression from its boundaries resulting in a city of unusual density and compact urban form. No alternatives to its surrounding agricultural lands exist for the city growth necessary to provide housing and to sustain a viable economic and social environment for the citizens of Dinuba. Policies to manage and phase growth by discouraging premature conversions of agricultural lands are specified in Table 6 of the EIR.

2. ENVIRONMENTAL EFFECT

Traffic levels will increase, causing some congestion at key intersections. There may also be traffic safety concerns in some neighborhoods which experience increases in through traffic.

REQUIRED FINDING

Specific economic, social or other considerations make infeasible the total mitigation of increased levels of traffic volumes and concerns for traffic safety. Provisions have been incorporated into the plan which serve to lessen the severity of the environmental effects of increased traffic.

RATIONALE FOR FINDING

Traffic volumes characteristically increase in a manner proportionate to increases in population. Increased population growth and employment opportunities are deemed necessary to provide stability to the social and economic environment of the City. Major street improvements specified in the plan provide for acceptable levels of service with occasional congestion anticipated in the street system. Table 10 of the EIR identifies specific plan policies which lessen the impact of increased traffic within the City of Dinuba.

3. ENVIRONMENTAL EFFECT

The project will result in additional mobile and stationary source emissions in the San Joaquin Air Basin.

REQUIRED FINDING

Specific economic, social or other considerations make infeasible the nullification, as a mitigation measure, of increased mobile and stationary source emissions into the atmosphere within the Dinuba Plan area.

RATIONALE FOR FINDING

Increases in population and expansion of commercial and industrial uses are necessary to the social and economic well-being of the community. Vehicular traffic volumes and corresponding vehicular emissions will increase with added populations and urban uses. Standard and enforcement vehicular emissions are administered by State and Federal agencies. Stationary source emissions are subject to regulations of the Tulare County Air Pollution Control District and State and Federal Agencies. City policies, identified in Table 22, attempts to minimize the impacts of emissions generated in compliance with County, State and Federal regulations by improving efficiency in transportation circulation by promoting alternative modes of transportation and by supporting air quality standards.

4. ENVIRONMENTAL EFFECT

There will be long-term increases in noise, and in water and energy consumption.

REQUIRED FINDINGS

a. Noise

Considerations have been included in the plan which will lessen the significant effects of increased noise in the Dinuba Plan area.

b. Water Consumption

Specific economic, social and other considerations make infeasible the mitigation of long-term water consumption resulting from increased city growth.

c. Energy Consumption

Although EIR section 3.2-4 identifies energy consumption as a long-term environmental effect which cannot be avoided, the environmental analysis provided in section 2.9 (page 42) of the EIR concludes that the anticipated impacts are not considered significant. No further mitigation or discussion of findings are required.

RATIONALE FOR FINDINGS

a. Noise

Increased conditions of noise are directly attributable to increases in population and urban uses. Although the issues of noise and its mitigation are most appropriately addressed in the required Noise Element of the General plan, policies to reduce the impacts of noise are itemized in Section 2.14 of the EIR. The policies promote the adoption of a revised Noise Element and implementing ordinances. As discussed in the EIR. The City of Dinuba has actively participated in the preparation of a Noise Element document for the Tulare County Association of Governments and its member cities. The completed document addresses noise issues in Dinuba and is planned for adoption by the City.

b. Water Consumption

Increased populations and urban uses will necessarily result in increases in water demand and use. The policies listed in Table 19 reiterate the City's desire to promote efficiency in water services and resources.

c. Energy Consumption

The impacts of increased energy consumption are not considered to be significant, as discussed in the finding "c" above. No discussion is required.

ATTACHMENT B
City Council Resolution No. 4711

Dinuba City Council
Statement of Overriding Considerations

Dinuba General Plan/EIR

The City of Dinuba exists as a General Law City, a political subdivision of the State of California, for the purpose of providing the urban services necessary to sustain the health, safety and welfare of its residents.

The City of Dinuba has maintained an efficient pattern of development demonstrated by its comparatively high residential densities and compactness of urban form.

The City of Dinuba is now faced with a need to plan for additional areas of urban growth and expansion of urban services for purposes of promoting physical, social and economic benefits for its citizens and surrounding residents.

The City Council of the City of Dinuba recognizes that growth and expansion cannot occur without ultimate encroachment into agricultural lands and without increases in existing levels of traffic, air pollution, noise and consumption of water resources.

The City Council further recognizes that in spite of its effort to lessen the effects of City growth, as specified in its prepared Environmental Impact Report and as discussed in the Findings of Fact, Attachment A, of Resolution No. 4711, it has no alternative but to override its concerns for the environment. This action is taken in the interest of balancing the benefits to the City by improving the physical, social and economic welfare of its citizens; and, with the knowledge that it has employed, to the extent possible, measures to lessen the environmental impacts of City growth.

PROPOSED PROJECT

- URBAN AREA BOUNDARY
- URBAN DEVELOPMENT BOUNDARY
- CITY BOUNDARY

Road 64

El Monte Way

Wastewater
Treatment
Plant

Avenue 404

Road 76

NORTH

2000 0 2000

ATTACHMENT C
City Council Resolution No. 4711

CITY OF DINUBA
Urban Area Boundaries

ATTACHMENT D
City Council Resolution No. 4711

Recommended Minor Policy Changes and Additions

The following policies are recommended to be added to Chapter 1, Goal 4 of the Preliminary Goals, Objectives and Policies Report (p. 8).

Add Policy 13 to read:

13. The Precise Plan policy shall remain in effect for Alta Avenue and El Monte Way as provided in Chapter 2; 2.1; policy 5. The following shall guide the development within these transportation corridors:
 - a. As primary entrances to the City, Alta Avenue and El Monte Way should reflect higher standards of development. To promote these higher standards, a boulevard overlay district should be developed in the zoning ordinance to apply to Alta and El Monte. The district should contain provisions for minimum building setbacks, landscaping, sidewalk pattern and street furniture, with distinctions made between upgrade of existing uses and new development. Proper building orientation, design and architectural features shall be regulated through zoning and the site plan review processes to improve community appearance and community entrances.
 - b. No outdoor advertising billboards shall be allowed on Alta Avenue or El Monte Way within the limits of the urban area boundary.
 - c. As a primary entrance to the downtown, special treatment should be considered for Tulare Street between Alta and M Street. The redevelopment project area plan for this area should contain provisions for street and sidewalk improvement, landscaping treatment, parking provisions, preferred commercial uses, and overall design theme.

LAND USES WHICH WILL
PREVAIL IN AREAS OF
NO AMENDMENT TO THE
1978 LAND USE ELEMENT
OF THE GENERAL PLAN



Service
Commercial



Highway
Commercial



Light
Industry



Agriculture

CITY OF DINUBA DRAFT GENERAL PLAN MAP
1988 UPDATE PROGRAM

ATTACHMENT E
City Council Resolution No 4711

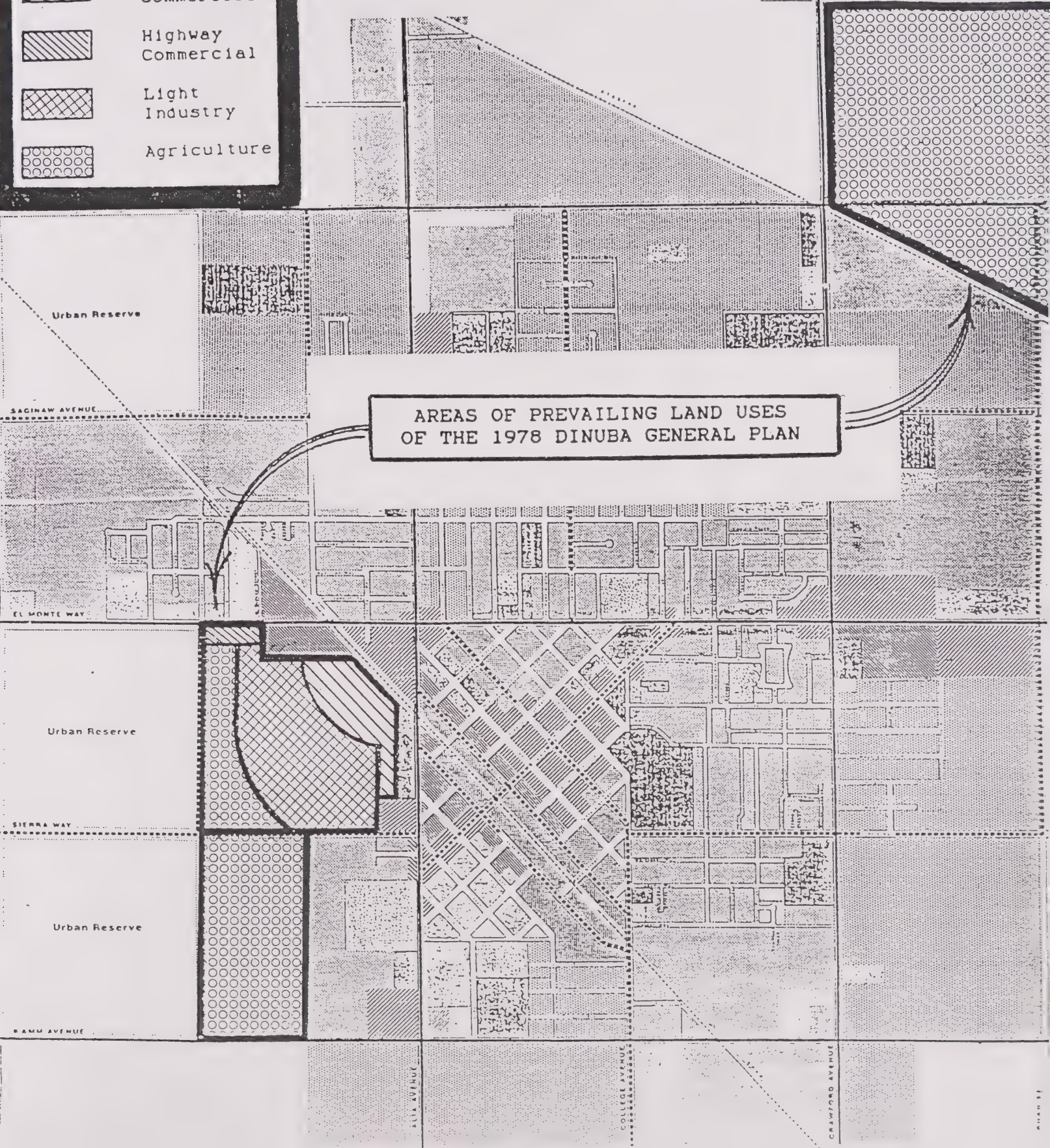


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CHAPTER 1

INTRODUCTION AND BACKGROUND

1.1 Purpose of the General Plan

The State Office of Planning and Research has identified six objectives served by a local general plan:

1. To identify the community's environmental, social, and economic goals.
2. To state the community's policies regarding the maintenance or improvement of existing development and the location and characteristics of future development needed to achieve community goals.
3. To establish the capability to analyze local conditions and to respond to problems and opportunities concerning community development in a way consistent with local, regional, and state goals and policies.
4. To provide citizens with information on their community and with opportunities to understand and participate in the planning and decision-making process of local government.
5. To identify the need for and methods of improving the coordination of community development activities among all units of government.
6. To promote a pattern of development consistent with goals and policies of the State and with regional needs.

In addition to those broad purpose statements, a primary purpose of the Dinuba General Plan is to give special consideration, through the planning process, to broaden the economic base of the City by stimulating economic development. Inherent in this philosophy is the identification of where the community is and what it wishes to become. The City Council has pursued an aggressive approach to overall growth, and through the General Plan, wishes to refine and direct new growth to achieve maximum benefit for the City.

The word "general" is a key to understanding the nature of policies and goals of the General Plan. It implies overall agreement on major questions without unreasonable inflexibility, and it implies adjustment of policies and proposals as changing conditions may dictate. While a properly administered general plan demands flexibility, variation and adjustment, any changes in policy or of proposals should result only from careful study independent of pending applications for controversial zoning permits, problems created by inadequate public facilities, temporary fiscal problems, and other "matters of the moment." The policies and goals of the Plan should not be changed merely to accommodate special public and private interest. The integrity of the Plan must be maintained if it is to be an effective instrument of public policy.

California's Planning and Zoning law mandates seven elements as part of a comprehensive general plan. This document contains the Land Use/Circulation and Open Space Element. The remaining four elements are Housing, Noise, Conservation and Safety and have been adopted as separate components of the General Plan.

State law also provides guidance as to the content of mandated elements. The requirements for the Land Use, Circulation and Open Space Elements are summarized as follows:

(a) A land use element designates the general distribution, location and extent of the use of land for housing, business, industry, open space, public facilities, and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan.

(b) A circulation element consists of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan.

(c) An open-space element provides for the preservation of open space necessary for the maintenance of the economy to ensure the availability of land for food production, enjoyment of scenic beauty, for recreation and the use of natural resources. Its policies should discourage premature and unnecessary conversion of open space land to urban uses as a matter of public interest.

During preparation of the General Plan, several supportive documents were prepared which may be consulted for greater detail and background. These documents are on file with the Community Development Department and are:

1. Basic Determinants for Plan Preparation
2. Preliminary Goals, Objectives and Policies Report
3. Final EIR, Update of the City of Dinuba General Plan
4. Public Facilities Inventory and Improvement Plans

1.2 Planning Time Frame and Planning Area

The time frame of the General Plan is 20 years or until the year 2010. During that time, the population of Dinuba is expected to increase from the current estimate of 11,600 residents, to 17,410; this is an annual growth rate of 1.9%.

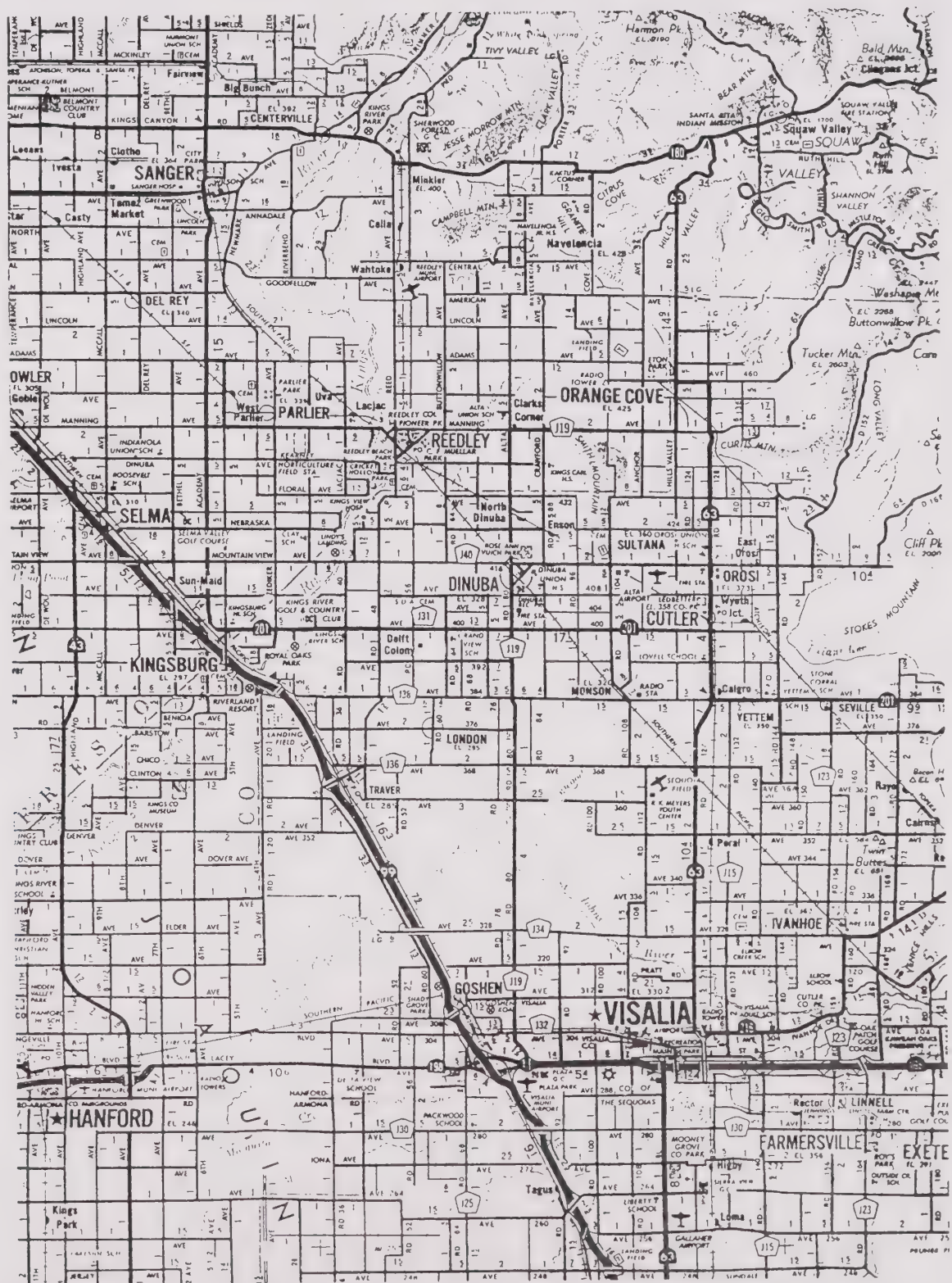
The planning area for the update is generally Avenue 428 on the north; Road 72 on the west; Avenue 404 on the south; and Road 92 on the east.

1.3 Community Profile

Dinuba is situated in the northern part of Tulare County near the Fresno County line. (Figure 1-1) The City lies in the heart of California's agriculturally rich San Joaquin Valley, near the western foothills of the Sierra Nevada Mountain range. Dinuba is the service center for a large farming area which extends into both Tulare and Fresno counties. The topography of the City is relatively flat. This part of the valley floor is quite level, with generally uniform slopes from east to west of about three to ten feet per mile. The elevation of Dinuba is 333 feet above sea level. Dinuba is included within the Visalia/Tulare/ Porterville Metropolitan Statistical Area (MSA) which takes in all of Tulare County.

Dinuba was established in 1888, when James Sibley and W.D. Tuxbury deeded 240 acres to the Pacific Improvement Company, an arm of the Southern Pacific Company. The Southern Pacific Company later purchased an additional 80 acres located just south

Figure 1-1: Location Map



of the original grant. When the City was incorporated in 1906, it was given the name of Dinuba.

1.3.a. Characteristics

The City of Dinuba Housing Element and the Tulare County Data Book provide important information on existing population and past trends. Since its founding in 1888, Dinuba has had slow but consistent growth, increasing from 970 persons in 1910 to a current population of 11,295. Among the eight incorporated cities of Tulare County, Dinuba ranks fourth in population. Of the 428 incorporated cities in California, Dinuba ranks 263rd.

Table 1-1

**Historical Population Growth
Dinuba and Tulare County
January 1, 1979 - January 1, 1983**

<u>Jurisdiction</u>	<u>1980</u>	<u>1983</u>	<u>1987</u>
Tulare County	244,066	263,017	287,853
Unincorporated	120,832	126,702	135,681
Incorporated	123,234	136,315	152,172
Dinuba	9,907	10,561	11,295
Exeter	5,649	5,996	6,794
Farmersville	5,354	5,893	6,080
Lindsay	6,933	7,169	8,100
Porterville	19,493	22,611	24,641
Tulare	22,451	24,541	27,367
Visalia	49,010	54,882	62,662
Woodlake	4,387	4,662	5,235

Source: State Department of Finance and 1980 Federal Census

During the 1980's, Dinuba's population grew from 9,907 to the current 11,295, representing an average annual increase of 198 persons per year, or a 1.9% average annual growth rate.

The following table shows historical growth and population projections for the City.

Table 1-2
Population Projection
City of Dinuba

<u>Year</u>	<u>Population</u>
1940	3,790
1950	4,961
1960	6,103
1970	7,917
1980	9,907
1985	10,750
1987	11,295
1990	11,950
2000	14,425
2010	17,415

Source: U. S. Census, State Department of Finance
Projections by Land Use Associates

Currently, Dinuba makes up 3.9% of the Tulare County population. By the year 2000, the City is projected to decrease to 3.7% of the total County. This slight decrease is due to the rapid growth projected for Visalia, Tulare and Porterville.

The following table shows age group distribution from the 1980 census.

Table 1-3
Population by Age Group
City of Dinuba, Tulare County, and California

<u>Age Group</u>	<u>City Total</u>	<u>City (%)</u>	<u>Tulare County</u>	<u>California (%)</u>
0-4	973	9.8	9.2	7.2
5-14	1,726	17.4	17.4	14.0
15-24	1,830	18.5	18.6	19.5
25-34	1,439	14.5	15.5	17.9
35-44	963	9.7	10.9	11.9
43-54	817	8.3	9.0	10.0
55-64	843	8.5	8.7	9.3
65 & over	<u>1,316</u>	<u>13.3</u>	<u>10.7</u>	<u>10.2</u>
TOTALS	9,907	100.0	100.0	100.0

Source: 1980 U.S. Census

Major implications are:

1. The average age of the community is 27.7 years.

2. The large number of school age children indicates the continued need for new school facilities in the next 5-10 years.
3. The number of seniors (62+) is estimated at 16% of the population. This component is expected to continue increasing with resulting need for senior facilities and housing.

1.3.b. Housing

The 1980 census provided housing and household information as follows:

Table 1-4

1980 Household Characteristics

Housing Type	Total Units	% Vacant	Occupied Units	Population in Household	Population/ Household
Single Family	2,610	5%	2,480	7,997	3.22
2-4 units	100	2%	98	232	2.37
5+ units	556	5%	528	1,375	2.60
Mobile homes	<u>98</u>	<u>22%</u>	<u>76</u>	<u>145</u>	<u>1.91</u>
	3,364	5.3%	3,182	9,749	3.06

Source: 1980 Census and Land Use Associates

In 1980, the housing mix was 77.6% single family, 19.5% multifamily, and 2.9% mobile homes. The overall vacancy rate was 5.3% and population per household was 3.22 for single family, 2.57 for multifamily and 1.91 for mobile homes. The ratio of single family to multifamily units is considered typical for small valley communities at that time as is the average household population. The vacancy rates are considered satisfactory to allow selection yet encourage new construction.

The total number of housing units in Dinuba as of January 1, 1987 was 3,702, an increase of 338 units over 1980 (48 units per year). The overall vacancy rate was 5%, indicating 3,517 occupied units.

With a population of 11,295 persons, the average household population is estimated at 3.21, a slight increase over the 1980 figure. Since 1980, multifamily construction has constituted approximately 50% of new permits in that the ratio of housing is now 74% single family, 23% multifamily, and 3% mobile homes.

Based on the population projections presented earlier, the City is growing by 3,130 residents to the year 2000 and by 6,120 residents by 2010. Considering the factors of population growth, family size, and vacancy rates, the City will need an additional 1,060 residential units by the year 2000 and 2,072 additional units by 2010. If housing starts are expected to keep up with this projection, approximately 90 units will need to be constructed annually in Dinuba for the next 20-year period. This compares favorably with the 94 units/year demand projection from the Dinuba Housing Element.

Based on income levels and past projection activity, the housing element expects that future housing starts in Dinuba will be 53% single family, 43% multifamily, and 4% manufactured. Of the total 2,072 units projected need over the 20-year planning period,

then, 1,098 would be single family; 891 would be multifamily, and 83 would be manufactured.

1.3.c. Ethnic Balance

The two major ethnic groups living in Dinuba are nearly equal in number. Anglo whites (47.8%) and Mexican Americans (48.6%) accounted for 96.4% of the total city population in 1980. All other ethnic and racial categories accounted for only 3.6% of the population. An estimated 5,238 persons, 52.9%, of Dinuba's population were minorities in 1980.

1.3.d. Income and Employment

Dinuba ranks fourth among Tulare County's eight incorporated cities in household income. The median household income for Tulare County and its cities, with the exception of Visalia, is considerably lower than for the State of California. In 1979, Dinuba's median household income was \$13,307; the statewide median household income for 1980 was \$18,170 and the California median family income was \$21,479. The lower median incomes are reflective of the agricultural economy of this region.

1980 incomes can be updated using the Predicast composite forecasts of 1980-1987. The resulting incomes would be:

1980 (+9%)	\$14,500	1984 (+5.1%)	\$18,460
1981 (+10.4%)	\$16,010	1985 (+5.8%)	\$19,530
1982 (+6.1%)	\$16,990	1986 (+6.4%)	\$20,780
1983 (+3.4%)	\$17,575	1987 (+7.1%)	\$22,235

Although incomes have increased considerably since 1980, the same relationship between City, County and State median household income still exists.

According to sample surveys taken during the 1980 Census, 16.5% of Dinuba's population were considered as poverty status. This was identical to the 16.5% poverty rate of Tulare County as a whole. Levels of poverty are based upon national income averages and the threshold level of annual income qualifying for poverty status varies according to family size; the larger the family size, the higher the level of annual income relating to the poverty category. For instance: in 1979, poverty threshold income levels for the United States ranged from \$7,382 for a family of 4 persons to \$14,024 for a family of 9 persons or more.

According to 1980 Census data, 6,999 (70.6%) of Dinuba's residents were employed. The largest employment categories are services (28%), agriculture (19%), manufacturing (17%), retail trade (17%), and utilities (6%).

The major industrial employer for the City of Dinuba is Sequoia Forest Industries, with 500 employees. The following table lists the major industries and their number of employees:

Table 1-5

Major Industries in the Dinuba Area

<u>Company</u>	<u>Product</u>	<u>Employees</u>
Blue Anchor, Inc.	Fruit Packing and Cold Storage	10
Corny Broom Company	Brooms	5
Davis Machinery		20
Giannini Packing Corp.	Fruit Packing and Cold Storage	25
Komara Company	Drip Irrigation System Products	17
Peloian	Raisin Packaging	50
Zacky Foods	Food Processing	50
Richland Co.	Fruit Packing/ Cold Storage	
Sequoia Forest Industries	Lumber Products	500
Surabian	Fruit Packing	25
M.J. Thiesen Co.	Baby Furniture	14
U.S. Cold Storage of Central California	Ice	30
Warren and Baerg	Hay Equipment	35
Zellerback Paper Co. Converting Plant	Fruit Packing Specialties	30

Sources: Dinuba Chamber of Commerce; City of Dinuba Building and Planning Department Telephone and Field Surveys

1.3.e. Economic and Fiscal Considerations

Dinuba is the market center for northwest Tulare County which includes the unincorporated communities of Sultana, Cutler and Oroshi and surrounding rural areas. The population within a 5-mile radius of Dinuba is estimated at 25,000 people. Within a 10-mile radius, the population is estimated at 45,000 and includes the Fresno County communities of Reedley and Kingsburg.

Taxable sales per capita were compared for several cities in the Dinuba area.

Table 1-6

Taxable Sales per Capita (1986)

<u>City</u>	<u>Total Sales (000)</u>	<u>Sales/Capita</u>
Visalia	503,500	\$ 8,040
Porterville	175,125	7,107
Tulare	144,600	5,280
Reedley	62,900	5,240
Dinuba	42,300	3,550
Lindsay	24,740	3,050
Woodlake	9,265	1,770

Source: State Board of Equalization; Taxable Sales
1986; and Land Use Associates

The table shows Dinuba is experiencing sales leakage to other communities and that those communities with higher sales per capita are attracting customers from outside their city limits. Reedley, for example, has substantially higher total sales and sales per capita. This indicates that within Dinuba's secondary market area, many goods and services are purchased in Reedley as well as Visalia and other communities.

Sales leakage most likely occurring to other communities includes apparel, general merchandise, eating and drinking, building materials and auto sales. Small communities are historically strong in food stores, drug stores, and home furnishings. Dinuba has the greatest potential to increase its percentage of sales in apparel, limited general merchandise and eating and drinking establishments, while reinforcing the community's traditionally stable food and drug sales.

The City budget for 1987-88 was \$5.86 million. Of the total general fund portion of the budget (\$2.6 million), the greatest sources of revenue for the City remain the property tax and sales and use tax. Together, these two contribute \$.94 million per year, or 36% of total general fund revenues. It is therefore important that the City promote commercial and industrial development which increases these critical tax bases while having minimal demand on long-term City services.

1.3.f. Community Services

Utilities. Electrical service is provided by Pacific Gas and Electric Company and natural gas is provided by Southern California Gas Company. Telephone service is provided by Pacific Bell Telephone Company. Home Town Cable TV provides cable television service. These utilities forecast no difficulties in meeting the demands of projected growth.

Health Care Facilities. The Alta Hospital District supports one general hospital. It has an acute bed capacity of 51 with an active staff of 15 physicians/surgeons. There is no intention to expand the hospital although plans are being considered for a physicians' office building. The County operates the Dinuba Health Care Center which works closely with the Tulare County Department of Public Social Services. Three ambulances are provided by the City of Dinuba Fire Department. The Dinuba Chamber of Commerce lists ten physicians/ surgeons, seven dentists, three optometrists, and two

chiropractors. Facilities include one dental laboratory, two convalescent hospitals, and five rest homes.

Schools. Dinuba is served by two school districts: Dinuba Elementary School District and Dinuba Joint Union High School District, both administered through the Dinuba Public School System. The school system operates one high school, one continuation school, one junior high school and five elementary schools (K-6). In addition, night classes are offered at Dinuba High School.

Three elementary schools (Jefferson, Lincoln, and Wilson) have been identified as overcrowded and the system has moved portable classrooms to these school sites. Although Grand View is operating at capacity, it will receive no portable classrooms. Funding for portable classrooms is acquired through "Annual Daily Attendance Increase" allocated by the State. The City has also implemented a \$1.50/square foot construction fee as permitted by State law. Roosevelt Elementary School on N. Euclid Avenue is expected to ease overcrowded conditions.

Since 1983, elementary school enrollment has increased from 2,002 to 2,282 and have a five year projection of 2,700. Total high school enrollment five years ago was 850, is present 979, and has a five year projection of 1,000.

Kings River Community College in Reedley serves the City of Dinuba. Current enrollment is estimated at 3,350. The capacity of the college is 6,000. Projected increase is through nontraditional aged students returning to school. The college feels no pressure to expand or develop new sites, though occasionally a portable office is added for special programs.

Police Protection. Police protection services are provided by the City of Dinuba Police Department. The staff includes twenty-one full-time and eleven reserve officers. Official vehicles include two unmarked units (one chief vehicle and one detective vehicle) and seven marked patrol units. Positions are filled as they open. A cooperative agreement for supplemental services exists between the City of Dinuba and the Tulare County Sheriff's Department. Service to the unincorporated area is provided by the Tulare County Sheriff's Department Orosi Sub-station.

Fire Protection. Fire protection services are provided by the City of Dinuba Fire Department which is manned by eight full-time and 20 volunteer firefighters, two fire engines and three ambulances. The average response time to fire calls is 3-5 minutes. The current insurance rating of six by the Insurance Service Office (ISO) covers the entire City. As new areas develop, water systems are required to meet fire flow. A cooperative agreement exists with Tulare County Fire Warden/California Division of Forestry and medical units. Fire protection for the surrounding county area is provided by the California Division of Forestry Fire Stations.

Solid Waste. Refuse collection is provided by private carrier in both the incorporated and unincorporated areas of Dinuba. Collection is mandatory within the City limits. The Visalia sanitary landfill, located on Road 80, approximately 11 miles south of the City of Dinuba, is used for disposal. The Visalia site is projected to have a useful life to the year 2005. A proposal for upward expansion of the site is being considered by the Tulare County Department of Public Works. The development of a waste-to-energy plant in the Visalia area is also being studied by the Cities of Visalia and Tulare, and Tulare County. Either proposal would significantly increase the useful life of the disposal site.

The Municipal Sewer System. The Dinuba municipal wastewater treatment plant has a design capacity of approximately 3.38 million gallons per day with an average daily flow of 1.4 million gallons per day. As a condition of the Clean Water Grant for treatment plant improvements, the EPA established a sewer service area around the City which has placed some restrictions on growth. The growth restrictions will expire in 1990 which will allow additional service outside the grant project defined area.

An evaluation of existing waste water collection and treatment facilities was undertaken based on a 20-year population projection of 17,415. The existing waste water treatment plant was determined to have adequate capacity for expected City growth.

An expanded interceptor sewerage system will provide collection capacity for all new growth areas. Such facilities include interceptor sewers, force mains and all associated pumping facilities. Development to the southwest, west, and northwest would utilize logical extension of existing lines presently having excess capacity. The north area (between Alta and Crawford) could require extension of lines from the northwesterly or northeasterly areas, depending upon development density.

The major problem areas for future sewer service are to the southeast and northeast. In attempting to develop alternative methods of providing sewer service to the east, several portions of the existing sanitary sewer system were analyzed as possible routes. The only line found to have appreciable reserve capacity is the Zacky Foods line which terminates at the intersection of Uruapan Drive and Mono. The initial configuration would utilize excess capacity in the Uruapan Drive line with a force main or gravity line extension parallel to Golden Way to Randle Avenue with the primary objective being to provide permanent capacity for a portion of the area east and northeast of the City. The ultimate configuration would be a gravity line in Kamm Avenue from Randle Avenue westerly to approximately Smith Avenue and then north to Sierra Way. This line would provide for all easterly and southerly capacity demand in excess of the initial configuration capacity. Proposals for major sewer facilities extension are contained in the Public Facilities Inventory and Improvement Plans.

The Municipal Water System. The current water supply is from groundwater with additional water demand to be met through further development of wells. Presently, seven wells of 7,420 gpm combined yield are used to meet the system potable and fire flow demands. Additional wells exist, but are available only for irrigation or emergency fire protection purposes because of elevated DBCP levels. Based upon currently experienced levels of consumption, the existing potable water wells, in conjunction with existing storage, are adequate during maximum fire flow conditions (4,000 gpm) for the existing developed area. However, the existing distribution system is inadequate in some areas as desired fire flows cannot be realized, either because of inadequate pipe size, inadequate hydrant type, or insufficient hydrant numbers.

It will be necessary to either develop additional wells and/or to provide additional storage for fire flow purposes in order to serve additional growth being contemplated within the planning period (to the year 2010).

The ultimate water demand for the planning period without an increase in storage capacity would require a well yield of 8,000 gpm to assure meeting the potable demand and fire flow requirements. Provision of about 0.75 MG of storage, properly located from a distribution flow perspective, would enable meeting the potable demand fire flow requirements from existing wells only. Proposals for major water facilities extension are contained in the Public Facilities Inventory and Improvement Plans.

1.3.g. Other Local Plans

Redevelopment Planning. The City has established a redevelopment agency and adopted the Downtown Urban Design Plan. The purpose of the plan is to reverse the declining economic environment of the downtown and to maintain the area as a commercial, cultural, and aesthetic center of activity. The redevelopment process will continue to be an important development tool not only in the downtown but elsewhere.

Tulare County Policy. Development policy in the unincorporated area around Dinuba is controlled by Tulare County. The Comprehensive Policy Plan of the County of Tulare contains policies which guide growth in unincorporated areas, includes the adopted land use plans for each incorporated city in the County, and sets forth the framework for city/county cooperation in land use matters.

The Urban Boundaries Policies define the ultimate Urban Area Boundary (UAB) around incorporated cities. The Dinuba UAB defines the area under county jurisdiction within which Dinuba's concerns are to be given serious consideration as part of the County's land use review process. Within the UAB is the Urban Development Boundary (UDB) which defines the twenty-year planning area around the city in which the County and City have established a program to coordinate plans, policies and standards. Urban development is to occur only within the incorporated city limits, with certain exceptions. Within the UDB, development proposals are referred to the City for annexation according to adopted plans. If the City cannot, or will not, annex, Tulare County will consider the proposal on its merits. The UDB, with its 20-year growth representation, is generally considered the city's sphere of influence for annexation purposes.

The Rural Valley Land Plan establishes minimum parcel size for areas zoned for agriculture and determines the suitability of rural lands for non-agricultural uses. The Rural Plan governs land use outside the urban development boundary, but inside the urban area boundary.

The Local Agency Formation Commission (LAFCO) is a state mandated agency which must approve all annexations, district formations and agricultural contracts in the City. The 20-year UDB is generally considered the limit to annexation, but occasionally annexations are approved outside this boundary but never outside the larger urban area boundary.

CHAPTER 2

GOALS, OBJECTIVES AND MAJOR POLICIES

2.1 Goals of the General Plan

This section presents the major goals for the City of Dinuba which provide direction for growth management and economic development. Goals give meaning to short and long-range directions for policy action. They also express what the community is capable of achieving over time.

The overriding goal in any general plan program must be to enhance and maintain the quality of life for City residents. Achieving this goal over time implies a broad range of actions on several fronts, including:

- Providing social, educational and recreational opportunities to neighborhoods; providing sufficient access for emergency police, fire and health services; and protecting neighborhoods from the adverse effects of through traffic, noise and crime;
- Preventing degradation of the natural and man-made environment and offsetting degradation which may already have occurred;
- Providing a choice of housing location in the community for all persons, regardless of race, sex, cultural origin, marital status, or physical ability in conformance with federal, state and local laws.
- Reducing land use conflicts while providing a range of residential, commercial, industrial, and institutional uses;
- Providing adequate streets, transportation facilities and public services to accommodate existing and future populations; and
- Fostering economic growth and the provision of employment opportunities for all residents.

To a very real extent, all other goals and policies of the General Plan flow from the need to enhance and maintain the quality of life. Each of the more focused goals which follow contains one or more objectives which help to refine the goal. Policies and standards which follow the objectives are action statements intended to implement each objective.

The policies identify the role of City government as a catalyst, supporter, coordinator or responsible party for community action programs. A major premise is that while local government exists to provide a variety of services, local government cannot be expected to provide solutions to all problems. The private sector of the economy and a wide range of community organizations are also responsible for meeting certain needs of the community. County, State and Federal governments also have an important role to play in local community development.

GOAL 1: MANAGE GROWTH OF THE CITY TO CREATE A PHYSICAL FORM AND CHARACTER WHICH IMPROVES THE QUALITY AND FUNCTION OF THE COMMUNITY

Objective

- A. Provide for the reasonable and logical future growth of the City.

Policies, Standards

1. In cooperation with Tulare County, adopt an Urban Area Boundary which includes all territory in which the City has a legitimate interest in future development, including the urbanizing area, the city's Sphere of Influence, and surrounding agricultural lands.
2. In cooperation with Tulare County, adopt an Urban Development Boundary to include all territory designated for urbanization on the General Plan Map for purposes of administering the County's Urban Boundaries Policies.
3. In cooperation with the Tulare County L.A.F.C.O., adopt and maintain a Sphere of Influence consistent with State annexation laws:
 - (a) Develop a program of annexing all lands within the Urban Development Boundary to assure logical and orderly growth and efficient governmental management of the urban pattern.
 - (b) Extension of urban services without annexation is discouraged. When such extensions are made, they should be conditioned on an agreement to annex when it becomes feasible.
4. Future urbanization should be phased to encourage contiguous land use where possible. This includes concentration on the "in-filling" of vacant lands bypassed by urbanization.
5. Dinuba and Tulare County should continue cooperation on policies and standards relating to building construction, subdivision development, land use regulations, highway construction, public facility planning, and other closely related matters affecting development of urban fringe areas.
6. The premature conversion of producing agricultural lands to urban purposes is discouraged. Steps to reduce such conversion include phased growth, programmed extension of urban services, and use of Williamson Act Contracts where urbanization is not anticipated within the next 10-year period.
7. Where Williamson Act contracts are proposed in unincorporated areas but within one mile of the existing City limits, and where such lands are shown for urbanization within the next 10 year period, the City should protest such formations to L.A.F.C.O. in order to allow contract cancellation upon annexation and development approval by the City.
8. Urbanization in all quadrants of the City is encouraged in order to balance community growth, provide support to the downtown, and create new residential neighborhoods. In this regard, a major commitment of new public facilities will be required east of Crawford Avenue including a new sewer

trunk line, water well and storage development, drainage and transportation improvements.

9. The existing downtown area, which includes the Central Business District, should continue as the focal point of the community and as a cultural, financial, governmental, and commercial center.
 - (a) The City should act to preserve historic buildings; enhance the mix of residential, commercial, and industrial uses; and capitalize on the potential for maintaining a small town atmosphere while attracting growth.
 - (b) The City should continue its redevelopment efforts in the downtown as indicated in the Dinuba Downtown Design Implementation Program and specific redevelopment project area plans.

GOAL 2: IMPROVE THE ECONOMIC BASE

Objectives

- A. Diversify the economic base through a planned program of industrial and commercial development.
- B. Provide for a strong economic base and employment opportunities while minimizing the adverse effects of industrial growth on the environment.

Policies, Standards

1. Pursue a program of tax base expansion to include both industrial and market-area commercial uses. To this end, the City should:
 - (a) Reserve sufficient space for industrial and commercial uses, recognizing greater land requirements due to methods of operation and marketing needs.
 - (b) Provide variety in locations to avoid creating a monopoly on the land market.
 - (c) Develop policies and regulations to protect industrial and commercial areas from incompatible uses.
2. An industrial park area of 200-250 acres shall be designated to promote the orderly development of new industry in a controlled environment. Alternatives for ownership and operation include:
 - (a) The private sector,
 - (b) A non-profit corporation, or,
 - (c) By the City through its redevelopment agency or other means.
3. In order to take a lead role in providing employment opportunities, the City shall:

- (a) Cooperate with other agencies in providing labor information and data for prospective industries.
 - (b) Cooperate with other agencies in the recruitment of new industrial and commercial development.
 - (c) Review processing schedules to ensure timely approval of economic development projects, including "one stop" entitlement processing.
 - (d) Encourage affirmative action hiring programs for new employers focusing on minority groups and the unemployed.
 - (e) Provide development incentives for the rehabilitation of existing properties and the stimulation of private capital investment. Examples include CDBG Block Grant programs, the storefront rehabilitation loan program, and redevelopment financing.
4. The City shall minimize the adverse environmental effects of industrial growth by recruiting industries which can reduce pollution impacts to acceptable levels; by locating industry in areas where growth will have the least impacts; and by requiring adequate buffering to protect adjacent land uses.
 5. Use the redevelopment process as a tool to implement the General Plan and to revitalize the urban area. The primary purposes of redevelopment are to remove blighting influences; provide urban support services; and to rehabilitate and enhance residential, commercial, industrial, and institutional uses.

GOAL 3: PROVIDE URBAN SERVICES TO MEET THE NEEDS OF GROWTH AND TO IMPROVE THE QUALITY OF LIFE FOR DINUBA'S RESIDENTS

Objective

- A. Implement city services in a logical and efficient manner consistent with need and financial capability.

Policies, Standards

1. Ensure that land divisions and developments are approved only when a project's improvements, dedications, and fees fully cover incremental costs to the City and other agencies. Such improvements and facilities include parks, major streets, traffic signals, street lights, drainage systems, sewers, water, fire, police, schools, and other related facilities.
2. Within one year of General Plan adoption or amendment, update master plans for sewer, water, and drainage improvements showing existing facilities and proposed improvements.
3. Establish and implement a five-year Capital Improvement Program to improve existing public facilities and develop necessary new public facilities.

4. Consider providing public cost-sharing or public services under certain circumstances to encourage desirable and innovative development within the city.
5. Require that new industries which generate high levels of organic or inorganic wastes either pre-treat wastes at the industrial site, or contribute fairly toward the costs of sewage system maintenance.
6. Coordinate with the Dinuba Unified School District in the location of new school facilities to ensure adequate circulation, public facilities, access for students, and recreation opportunities.
7. Provide fire fighting equipment, facilities and manpower sufficient to assure quick response and adequate fire flow at all times.
8. Provide adequate police manpower and facilities and review development proposals so as to reduce crime and facilitate police protection and services.
9. Continue to provide ambulance services to Alta Hospital and other health facilities and services in the community and surrounding areas.
10. Support the Tulare County library system and the extension of library services to all portions of the community.
11. Use special districts as appropriate to provide broad neighborhood improvements such as street drainage, open space and other public works projects. Options include the Improvement Act of 1911, the Municipal Improvement Act of 1913, and the Improvement Bond Act of 1915.

GOAL 4: DEVELOPMENT IS TO REFLECT HIGH LEVELS OF COMMUNITY DESIGN AND IMAGE

Objective

- A. Improve the appearance and condition of residential areas, commercial facilities and industrial uses in the city.

Policies, Standards

1. Require site plan review procedures for all multi-family, commercial, and industrial development, including provisions for building setbacks, lot coverage, parking, access and circulation, outdoor lighting, signage, and landscaping.
2. Review the adequacy of existing Zoning Code enforcement procedures and expand the program where necessary.
3. Continue to use Community Development Block grant Funds within housing conservation areas to rehabilitate existing dwellings and to provide support for low and moderate income housing programs.
4. Encourage innovative site planning and housing design.

5. Ensure that all commercial and industrial development is attractive and high quality design to enhance the image of the city.
6. Promote rehabilitation of appropriate commercial sites and investigate funding opportunities for rehabilitation/remodeling of small businesses.
7. Pursue the undergrounding of utilities.
8. Ensure all signs are compatible with the overall streetscape design including the redesign/removal of those signs which are disruptive elements.
9. Promote a citywide street tree planting program which enhances views and is scaled in relationship to the function of the roadway. Landscaped areas should be located and designed to maintain views for traffic and pedestrian safety.
10. Establish coordinated and distinctive signage, accent plantings and paving materials for entry into the city.
11. Pursue removal of vehicles on residential property which are abandoned, unregistered or in a state of disrepair.
12. Establish an alley maintenance program as a part of the Capital Improvement Program and prohibit the private use of public alleys for storage.
13. The Precise Plan policy shall remain in effect for Alta Avenue and El Monte Way as provided for in the Land Use Element. The following shall guide development within these transportation corridors:
 - a. As primary entrances to the City, Alta and El Monte should reflect higher standards of development. To promote these higher standards, a boulevard overlay district should be developed in the zoning ordinance to apply to Alta and El Monte. The district should contain provisions for minimum building setbacks, landscaping, sidewalk pattern and street furniture, with distinctions made between upgrade of existing uses and new development. Proper orientation, design and architectural features shall be regulated through zoning and the site plan review process.
 - b. No outdoor advertising billboards shall be allowed on Alta Avenue or El Monte Way within the limits of the urban area boundary.
14. As a primary entrance to the downtown, special treatment should be considered for Tulare Street between Alta and M Street. The redevelopment process should include provisions for street and sidewalk improvement, landscaping treatment, parking provisions, preferred commercial uses, and overall design theme.

CHAPTER 3

THE LAND USE ELEMENT

3.1 Introduction and Background

The Land Use Element is a guide to orderly development of the community and designates the general distribution of land for housing, business, public buildings and grounds, and other categories of public and private land use. The element also establishes standards of population density and building intensity.

3.1.a. Population Growth and Land Demand

Population growth is the primary factor leading to the need for new land use designations and growth areas. A growth rate of 2% per year is forecast leading to an increase of 5,800 persons during the planning period. This document estimates a population of 17,415 in the year 2010 and this is taken as the 20-year population projection. Should Dinuba's efforts at industrial development prove successful, however, overall growth could be greater than expected. The holding capacity of the General Plan is estimated at 35,000 persons, or approximately twice the projected population. This factor will allow sufficient land for urbanization while providing flexibility in the real estate market.

Table 3-1 shows proposed land uses of the General Plan compared to the inventory of lands designated on the 1978 general plan.

Table 3-1

Proposed Land Use, 1988 Dinuba General Plan

<u>Land Use</u>	<u>1978 Plan Acres</u>	<u>Acres Added by Plan Update</u>	<u>1988 Plan Acres</u>
Residential	1,760	620	2,380
Commercial	230	60	290
Industrial	400	45	445
Public and Open	<u>110</u>	<u>65</u>	<u>175</u>
Total Urban	2,500 acres	790 acres	3,290 acres

In addition, the General Plan contains 560 acres in Urban Reserve. Lands within Urban Reserve are not expected to urbanize within the 20-year planning period but are recognized as lands which eventually will be needed for development.

3.1.b. Land Use and Public Facility Issues

1. The community can expect a building rate of approximately 40% apartments in the coming years. Because the current inventory of apartment zoned land is low, the General Plan designates new land for multi-family use while providing policy guidance on new multi-family location.

2. There will be continued demand for outlying shopping centers to meet total market area pressures and to satisfy new marketing trends. The downtown cannot satisfy these immediate needs, especially in terms of neighborhood/community shopping centers and service commercial uses. The downtown should continue to be the financial, cultural and major goods-shopping area of the City.

3. The need for a large scale industrial park is evident based on likely future demand, current interest by the industrial sector, and support of the community. An industrial park of 200-250 acres is needed. Prime criteria for location of this industrial park are:

- availability of transportation linkages, including rail and major streets;
- available land in large parcels at reasonable prices which is easily annexable;
- ability to mitigate future impacts on adjacent land;
- ability to serve the area with urban services;
- minimum impact on productive agricultural land including lands under ag contract; and
- long-term expansion capability.

Successful industrial recruitment will depend on the immediate availability of sites in a variety of parcel sizes; other community features such as good schools, affordable housing and an available labor force; and incentives the City can offer such as reduced public facility requirements or redevelopment financing capability. Industrial development could also increase anticipated growth rates.

4. In the past, the location of services and the ease with which they could be provided have played a major role in Dinuba's growth. For growth to occur in the east and northeast, major expenditures for sewer trunk lines and water systems will be needed.

5. In addition to new neighborhood parks and a larger community park, other possible facilities include expansion of the fire department and relocation of the Public Works Corporation Yard.

3.2 General Plan and Zoning Consistency

Objective

- A. Establish a well-balanced mix of residential, commercial, industrial, and open space/public land uses which will create and maintain a high quality environment.

Policies, Standards

1. Land use density standards and compatibility with existing zoning shall be as shown in Table 1.
2. A zone district shall be determined consistent with a land use designation when such zone district is specified as consistent in the Plan Consistency Table. In no case, however, shall the overall maximum density of the plan designation be exceeded.
 - (a) Through the Conditional Use Permit process, as part of a unified project in excess of two acres, residential density of part of a site may exceed the maximum if the entire project site density conforms with the Plan Consistency Table.
 - (b) The number of units per acre prescribed for an existing or proposed zone district shall not be transferred to another existing or proposed zone district.
3. When a plan amendment is required, the amendment and consistent rezoning application shall be processed concurrently. For a plan amendment and/or rezoning request, the City Council may require a Precise Plan Zone based on public testimony and/or the need to protect adjacent land uses from impacts of the proposed use.
4. The City will update the Zoning Ordinance as appropriate to implement policies and proposals of the general plan.
5. The Precise Plan requirement for vacant lands on Alta Avenue and El Monte Way shall remain in effect until adequate development standards are adopted as a part of the General Plan and zoning ordinance update process.
6. The Conditional Use Permit process shall be revised to include the following findings required for approval:
 - (a) That the site for the proposed use is adequate in size and shape to accommodate said use and all yards, spaces, walls and fences, parking, loading, landscaping, and other features required by the applicable zone district.
 - (b) That the site for the proposed use is served by streets and highways adequate to carry the quantity and kind of traffic generated by the proposed use.

- (c) That public facilities are, or can be, made adequate to serve the proposed use.
 - (d) That the proposed use will have no significant adverse effects on abutting property and surrounding neighborhoods.
 - (e) That the proposed development is consistent with the General Plan.
7. The Urban Reserve classification denotes lands not anticipated for development within the 20-year time frame of the General Plan but which would be expected to ultimately urbanize. Lands within the Urban Reserve designation may be annexed for purposes of planning long-term urban service extensions. They may not be developed, however, without first amending the general plan to demonstrate the need for new development areas and that urban services can be provided without adversely affecting the development feasibility of lands currently planned and zoned.

Table 3-2

Plan Consistency Table

<u>Plan Designation</u>	<u>Existing Consistent Zone District</u>	<u>Consistent Density (in units/gross acre)</u>
<u>Residential</u>		
Low Density	A-N, R-A, R-1	0.00-2.00
Medium Low Density	R-1	2.10-4.50
Medium Density	R-1, R-2	4.60-7.50
Medium High Density	R-2, R-3, C-1 ¹ C-2 ¹	7.60-15.00
High Density ²	R-3	15.10-24.00
<u>Commercial</u>		
Neighborhood	C-1	
Community	C-2	
Central	C-2	
General	C-3, C-H	
Office	P-O, R-3, P	
<u>Industrial</u>		
Light	M-1, M-1-X	
Heavy	M-2	
<u>Open/Public</u>		
Agriculture	A-N	
Parks & Open Space	R-1	
Public Buildings & Grounds	R-1	
<u>Urban Reserve</u>	A-N	

¹ Mobile Home parks allowed with Precise Plan.² 24 or more units/acre subject to a conditional use permit.

3.3 Residential Land Use

Objective

- A. Allow for the development of a wide range of residential densities in the City.

Policies, Standards

1. Establish the following residential density designations:
 - (a) Low Density Residential (0 - 2 dwelling units/gross acre). The low density residential designation is intended for estate residential development characterized by larger single-family residential lots one-half acre in size or larger. The average density for this designation is 1-2 dwelling units per acre. All low density residential development shall be served by City sewer and water services.
 - (b) Medium-low Density Residential (2.1 - 4.5 units/ gross acre). The medium-low density residential land use category provides for a land use pattern characterized by single-family residential development with lot sizes larger than those within medium density. The usual development pattern found in such areas is standard subdivision development with lot sizes generally 8,500-12,500 square feet.
 - (c) Medium Density Residential (4.6 - 7.5 units/gross acre). The medium density residential category provides for a land use pattern of predominantly single-family development as permitted in the R-1 district. This designation also provides for innovative designs which utilize clustering, zero lot line, or planned development features. Lot sizes generally range from 4,500-7,000 square feet.
 - (d) Medium-High Density Residential (7.6 - 15.0 units/ gross acre). This category provides for a land use pattern characterized predominantly by multiple family residential development. The typical residential pattern ranges from 4,500 square foot lot sizes to duplex and large-scale apartment development. Areas designated medium-high density residential are often near or adjacent to single-family neighborhoods. In such cases, it is important that multi-family projects are developed in a manner that reduces or eliminates potential adverse effects on single-family uses.
 - (e) High Density Residential (15.1 - 24.0 units/gross acre). The high density residential land use category provides for the highest residential densities permitted in the City. It is intended that this category utilize innovative site planning, provide on-site recreational amenities, and be located near major community facilities, business centers, and streets of at least collector capacity. The highest density generally allowable in the City is 24 units per acre. Greater density may be achieved subject to a Conditional Use Permit.
2. Each residential category indicates a range of density deemed reasonable and desirable for areas within the City. The maximum density indicated defines the number of units per gross acre that residential development can achieve within a given area. Residential development need not provide the minimum number of units per gross acre indicated to be found consistent with the

general plan. The minimum density figure, however, is intended to encourage the location of certain product types and densities consistent with adjacent land uses, access, public services, and environmental concerns.

3. A planned unit development ordinance shall be developed which offers a density bonus provision of up to 30% at the discretion of the City. Granting of all or part of the bonus will depend upon the developer's demonstration of the quality of design in such areas as access, circulation, building placement, parking, provision of adjacent open space, and architectural compatibility with the surrounding area. (See Figure 3-1.)
4. Manufactured and modular housing developments as alternative housing opportunities shall be permitted subject to existing ordinances.
5. Inclusion of housing opportunities should be permitted by Conditional Use Permit in the Central Commercial designation as part of a mixed-use concept.

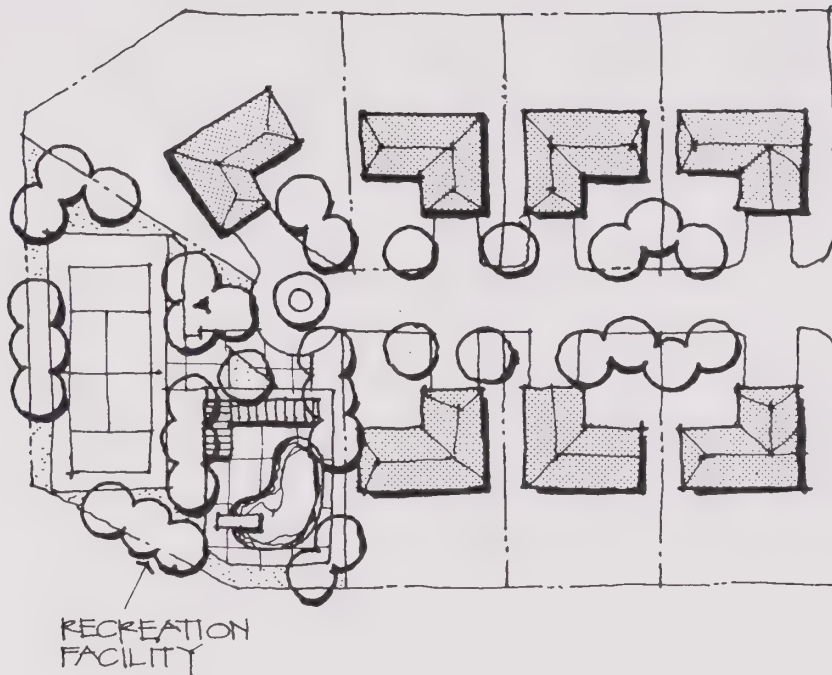
Objective

- B. Protect residential areas from intrusion by high densities and commercial or industrial development.

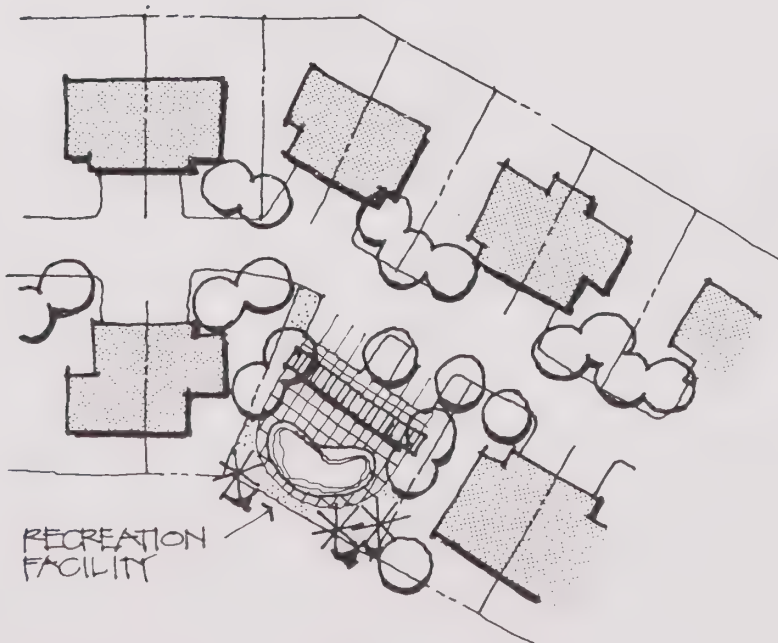
Policies, Standards

1. Multi-family residential development (12 or more units per acre) shall either have direct access to a major street or to a local street which does not pass through a single family home area prior to intersecting a major street.
2. Development standards for the interface between multi-family residential and single-family residential shall be as follows (Figure 3-2):
 - (a) Outdoor recreational areas, game courts, pools, and solid waste collection areas on multi-family properties shall be oriented away from adjacent properties planned for single family residential.
 - (b) Multi-family parking areas, garages, other structures, and access drives shall be separated from adjacent properties planned for single family residential with 10-foot landscaped setback containing deciduous and evergreen trees.
 - (c) Exterior area lighting for multi-family residential parking, carports, garages, access drives, and outdoor recreation areas, shall be shielded to prevent line of sight visibility of the light source from abutting property planned for single-family residential.
 - (d) Multi-family buildings greater than 20 feet in height shall be prohibited within 25 feet of abutting property planned for single-family residential.
3. Within medium density designated areas south of North Way, R-2 zoning for the purpose of allowing multi-family development may be found to be consistent providing:
 - (a) The lot is a minimum of 6,000 square feet in size and meets other requirements of the Zoning Ordinance.

Figure 3-1: Planned Unit Development Examples



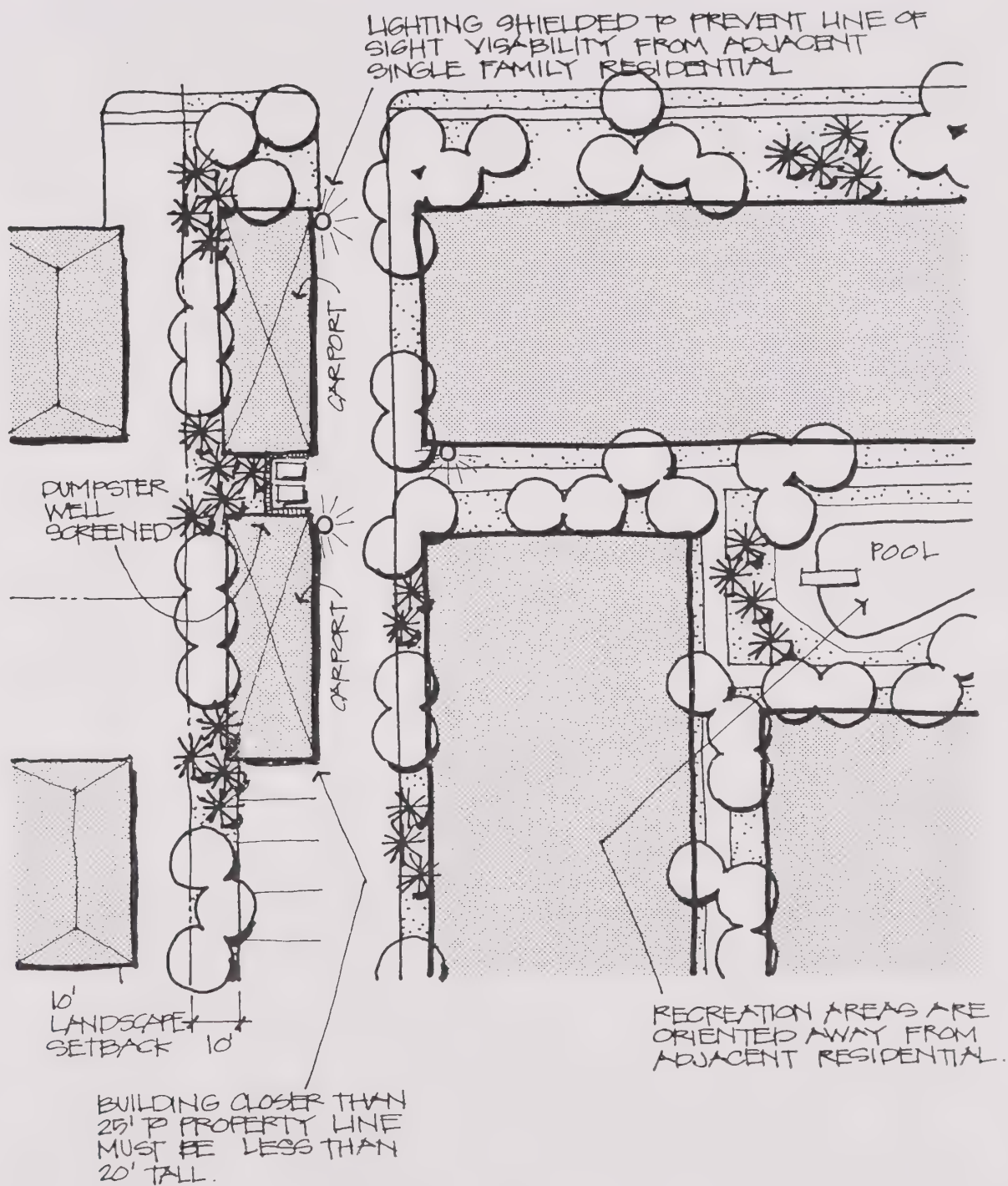
**Small-lot detached
single family units with
common recreational
facilities.**



**Small-lot single family
units as common-wall
or "zero lot line" units.**

See Policy 3.3.A.3.

Figure 3-2: Interface Between Multi-Family and Single Family



See Policy 3.3.B.2.

- (b) A site plan and elevations are submitted demonstrating that the proposed project is in keeping with the character of the site vicinity. (The site plan and elevations shall be made a condition of zoning approval.)
- 4. Where new residential development is proposed adjoining existing commercial or industrial development, the residential developer shall be required to provide an architectural transition, if needed, through the Conditional Use Permit process. The transition may include such provisions as building setbacks, landscaping and masonry wall requirements to benefit future residents.

3.4 Commercial Land Use

Objective

- A. Ensure the provision of adequate commercial shopping opportunities and office space locations to all segments of the community.

Policies, Standards

1. Establish the following commercial land use designations:
 - (a) Neighborhood Commercial. The neighborhood commercial land use designation provides for a 1-5 acre cluster of commercial establishments serving the everyday convenience goods and personal service needs of a defined neighborhood. The service radius of a neighborhood commercial use is generally 1/2 mile.
 - (b) Community Commercial. The community commercial land use designation provides for a 5-acre or larger cluster of commercial establishments serving needs similar to the neighborhood commercial centers, but also offering general merchandise, variety, and specialty items. The community commercial center generally serves the entire City as well as the larger market area surrounding the City.
 - (c) Central Commercial. This designation provides the city with a mixed use activity center oriented towards the downtown area.
 - (d) General Commercial. This designation provides for commercial areas with a wide range of retail and service activities along major traffic corridors.
 - (e) Office Commercial. This designation provides for office development which includes medical, dental, law, or other professional offices. Commercial uses contemplated as part of this category include business support services and support restaurant and medical services. High density residential uses are also allowed in the office commercial designation subject to a Conditional Use Permit.
2. Locate new neighborhood commercial sites at or near the intersection of major streets with a minimum of overlap of other existing or planned neighborhood commercial uses.
3. Locate new community commercial uses along major traffic ways in consolidated centers that utilize common access and parking for commercial uses, discourage the introduction of strip commercial uses, and require adequate pedestrian links to residential areas. The need for new community commercial uses should be established by an independent marketing analysis which shows the demand for the new use and impact on existing commercial areas.
4. Reserve the central commercial designation for the downtown area in order to attract and accommodate growth which includes not only commercial uses, but financial, office, governmental and limited residential development as well.

- (a) Modify the Zoning Ordinance to permit second level rehabilitation of existing structures in the central commercial designation and the establishment of living quarters as an accessory use to existing retail commercial stores.
- 5. Apply the general commercial designation along arterial streets to provide commercial support for nearby community and central commercial uses as well as industrial areas. General commercial includes freestanding uses which do not fit well in unified centers as well as service and highway commercial uses.
- 6. Provide office land use unified designations which allow construction of new office unified centers, the redevelopment of existing areas to office use, and the conversion of older homes to offices along major streets. Homes converted to offices should be a logical extension of existing or planned office/commercial use, and the lot should be of adequate size for parking and circulation.
- 7. The City will adopt provisions to improve commercial site planning standards to enhance appearance and preserve the integrity including site plan review, of nearby residential areas. Design standards should relate to architectural design in keeping with the surrounding neighborhood, signage, and landscaping.

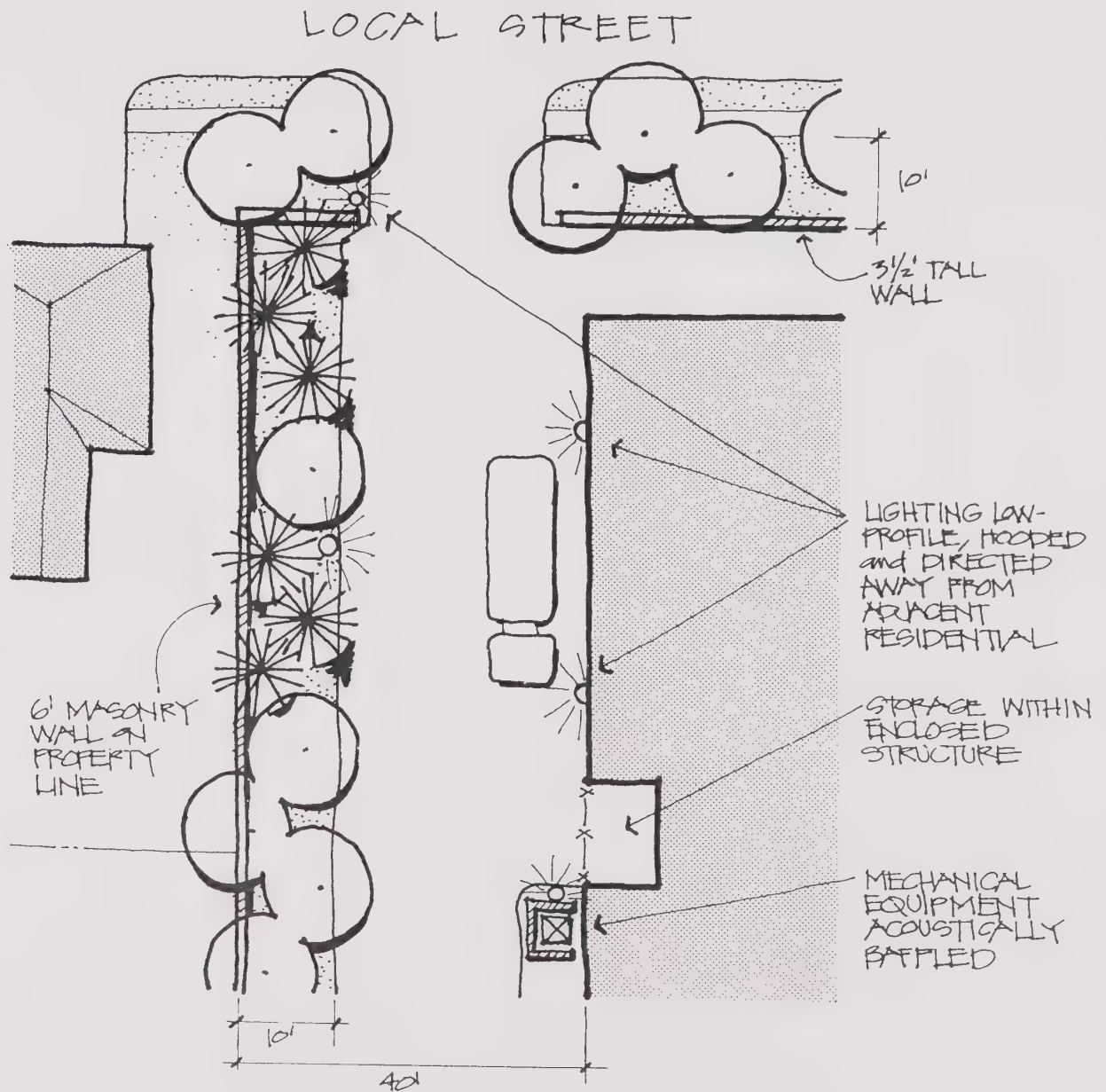
Objective

- B. Protect residential areas from intrusion by commercial uses.

Policies, Standards

- 1. Development standards for the interface between commercial or offices and residential land use shall be as follows (Figure 3-3):
 - (a) A landscaped setback ten feet wide containing deciduous and evergreen trees shall be planted and maintained along the property line between commercial and office uses and abutting residential properties and along abutting local streets; this requirement shall not apply to parcels of land one acre or less in size.
 - (b) A masonry wall six feet in height, shall be erected along the property line between commercial and office uses and properties planned for residential.
 - (c) A masonry wall three and one-half feet in height, shall be erected along the setback line ten feet from and parallel with local streets abutting planned residential uses.
 - (d) All commercial loading and storage areas shall be screened from view of adjoining residential property by a combination of landscape planting and a masonry wall. Loading areas shall be located not less than 40 feet from the boundary of adjoining residential property. All storage shall be within an enclosed structure.
 - (e) Roof-mounted and detached mechanical equipment shall be acoustically baffled to prevent noise from the equipment from exceeding 55 dBA measured at the nearest residential property line.

Figure 3-3: Interface Between Commercial and Residential



See Policy 3.4.B.1.

- (f) Exterior area lighting for commercial or office parking, garages, access drives, or loading areas, shall be low profile, hooded, and directed away from abutting property planned for residential use.

3.5 Industrial Land Use

Objective

- A. Promote industrial sites which are functional, have adequate public services, and have access to major streets and railroads.

Policies, Standards

1. Establish the following industrial land use designations:

- (a) Light Industrial. This category establishes light industrial areas where uses such as fabricating, assembly, research and development, electronics, low intensity warehousing and other such similar industrial uses are appropriate. All work, materials, and equipment storage is generally conducted indoors. Light industrial is appropriate as a buffer between heavy industrial and non-industrial uses and where the site is visible from residential areas or major streets. Special landscaping, enclosures and other site development standards are appropriate.

Industrial park development is intended on larger parcels to create distinct districts of industrial, office, and support uses.

- (b) Heavy Industrial. Heavy industrial allows for a range of activities including manufacturing, wholesale distribution, large storage areas and other non-hazardous industrial uses. Areas developed under this designation should be located with direct access to major streets or railroads.
2. Promote a mix of industrial uses that provide the city with a sound, diverse industrial base.
 3. Make public facilities available to planned industrial sites in accordance with the city wide set of capital improvement priorities.
 4. Locate industry with access to major streets, truck routes, and rail service. The City should plan for the extension of rail spurs to planned industrial areas and assist in their extension.
 5. Ensure that industrial development creates no significant off-site impacts concerning access and circulation, noise, dust, odors, visual features, and hazardous materials that cannot be adequately mitigated.
 6. Major streets which pass through industrial areas and serve as entrances to the City shall receive special design treatment to reduce aesthetic impacts and traffic concerns. Measures for industrially zoned parcels shall be as follows:
 - (a) The minimum building setback from the right-of-way line shall be 40 feet.
 - (b) There shall be a minimum 10-foot landscaped area adjacent to the right-of-way.

- (c) The number of driveway approaches shall not be greater than two for individual parcels; efforts should be made to consolidate driveways along common property boundaries, where possible.
 - (d) Signs shall be low profile and non-rotating.
7. The City shall plan for a unified 200-250 acre industrial area which shall be designated for heavy industrial uses. The industrial area would be primarily for manufacturing and warehouse uses which require 5-20 acre sites with sewer, water, and utilities provided to the site. A specific plan should be prepared for the industrial park to include on-site public facilities, roads, rail spurs, lot design and development standards.

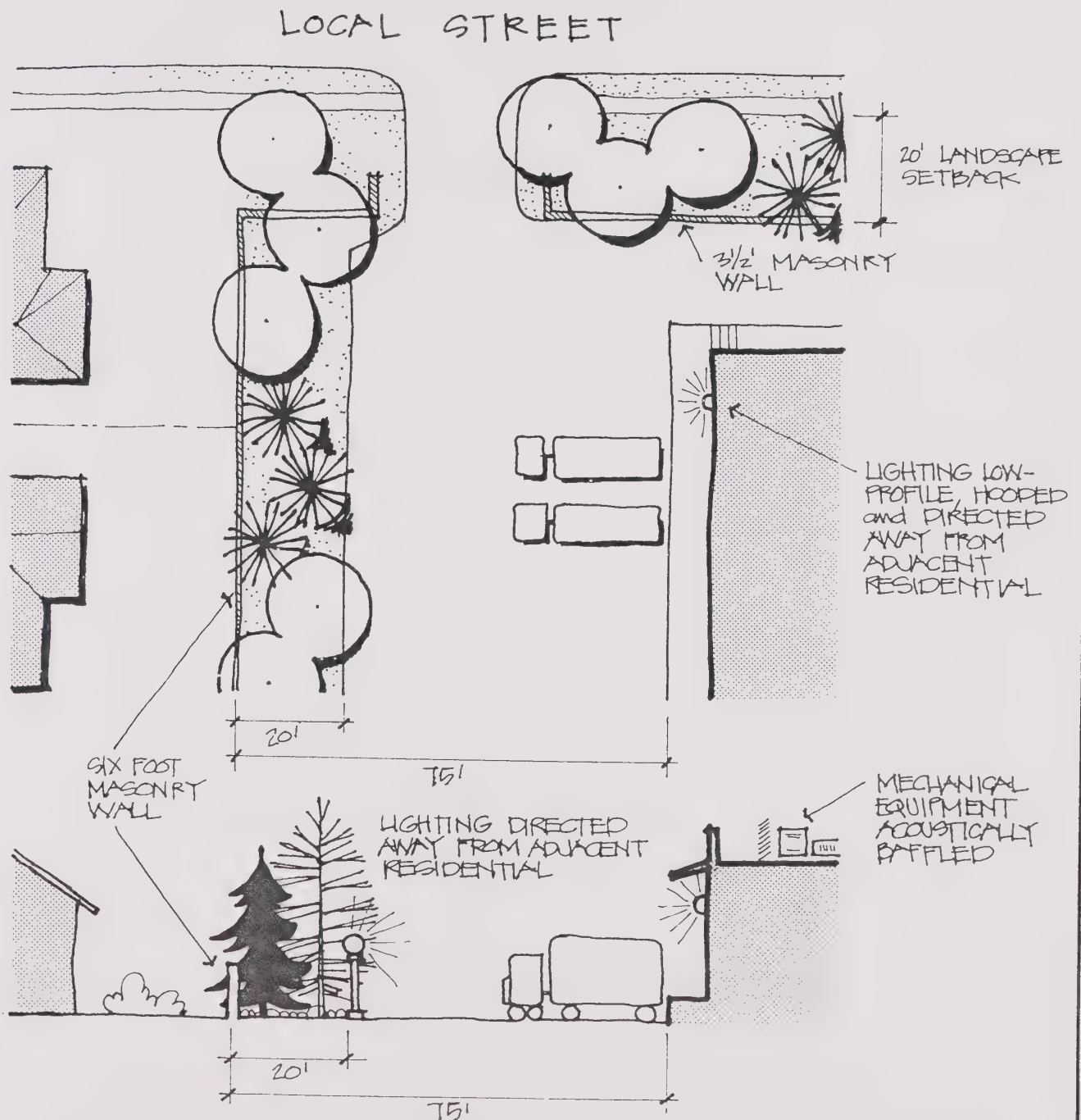
Objective

- B. Protect residential areas from intrusion by industrial uses.

Policies, Standards

1. Industrial land in close proximity to residential areas shall be planned for light industry.
2. Development standards between industrial properties and residential uses shall be as follows (Figure 3-4):
 - (a) Where properties planned for industry abut properties planned for residential uses, the minimum set back for any new industrial building shall be 75 feet.
 - (b) On properties planned for industry, a landscaped setback 20 feet wide containing deciduous and evergreen trees shall be planted and maintained along the property line with abutting property planned for residential uses and along abutting local streets.
 - (c) A masonry wall six feet in height shall be erected along the property line between properties planned for industry and properties planned for residential uses.
 - (d) A masonry wall three and one-half feet in height, an earth berm three and one-half feet in height, or any combination of wall and berm shall be erected along the setback line 20 feet from and parallel with local streets abutting residential uses.
 - (e) Roof-mounted and detached mechanical equipment shall be acoustically baffled to prevent noise from the equipment from exceeding 55 dBA measured at the nearest residential property line.
 - (f) Exterior area lighting for industrial buildings, parking areas, garages, access drives, and loading areas, shall be low profile, hooded, and directed away from abutting property planned for residential use.

Figure 3-4: Interface Between Industrial and Residential



See Policy 3.5.B.2.

3.6 Public and Institutional Land Use

Objective

- A. Provide sites for adequate public facilities to serve projected growth.

Policies, Standards

1. Establish the following public facility land uses:
 - (a) Public Buildings and Grounds. This designation indicates areas owned and maintained by public or institutional agencies such as facilities owned by the city, schools, hospitals, and other facilities.
 - (b) Parks and Open Space. This designation determines areas of permanent open spaces, parks and/or areas precluded from major development.
2. Sites depicted for new school and park sites are schematic and may be located anywhere in the general vicinity.
3. The City should relocate the public works corporation yard onto a larger site with adequate space for expansion as well as major road access to the community.

CHAPTER 4

THE CIRCULATION ELEMENT

4.1 Introduction and Background

The purpose of the Circulation Element is to coordinate design and development of facilities used to transport persons and property. This includes automobile, truck, rail, air, transit, pedestrian, and alternative modes of transportation. It is the overall goal of the Circulation Element that the transportation network allow efficient and safe movement of people, goods, and vehicles through appropriate transportation facilities correlated with the Land Use Element.

4.1.a. Street System

The circulation system is a network of roadways which tie the community together and provide access to other communities and major transportation routes. The street system is composed of arterials, collectors, and local streets, each of which provide varying degrees of direct access to abutting property.

Most typically, collector streets vary in right-of-way widths between 68 and 84 feet, with arterials ranging from 84 to 110 feet depending upon median islands and turn pocket requirements. For comparison purposes, Alta Avenue has an 84 foot right-of-way north of El Monte. No street in the community is developed to full arterial standards (four lanes with a center median).

Existing traffic counts show that only Alta Avenue in the vicinity of Saginaw and El Monte just west of Crawford have average daily traffic which cannot be accommodated within a 2-lane roadway cross section. Even projected to the year 2010, no roadways other than Alta and El Monte demonstrate a need for more than two travel lanes. This is not to suggest that wider standard roads should not be planned for safety and turn movement considerations, but only that excessively wide cross-sections for most streets are not justified by projected traffic volumes.

4.1.b. Regional Roadways

Primary north/south roadways linking Dinuba to other parts of the San Joaquin Valley are Alta Avenue and State Highway 63. The primary east/west roads linking the City to other parts of the valley and to State Highway 99 are El Monte Way, State Highway 201, and Manning Avenue. These roads provide an adequate level of transportation service for the community, although truck traffic and the lack of passing lanes are causing many sections of these roads to approach an undesirable level of service.

Tulare County has recognized the future need to increase the capacities of both Alta Avenue and El Monte Way. Due to the estimated high cost of acquiring rights-of-way for widening El Monte west of Alta, however, the potential future widening of this section has a relatively low priority.

4.1.c. Other Transportation Modes

Rail Service. The City of Dinuba is served by both the Santa Fe and Southern Pacific railroads. However, no direct rail passenger service is provided, and most agricultural produce is shipped by truck except for some long haul shipping.

Aviation. Public and private airports in the Dinuba vicinity include several small special use private facilities (crop dusting); the Alta, Sequoia and Reedley fields which are available for general aviation; and the Visalia airport. The Fresno and Bakersfield public airports provide the majority of air passenger service for the City of Dinuba.

Transit. Common carrier transit service is provided to the City of Dinuba by the "Orange Belt" transit company. The City also operates a dial-a-ride system Monday through Friday 9 a.m. to 5 p.m., through a contract with the Crain Transportation Company. Transit needs are being met to a satisfactory level of service.

Bicycles. The City of Dinuba is served by two existing regional bike routes. Alta Avenue provides one route south of El Monte Way, and El Monte Way provides the second route which passes through the City of Dinuba. The City has not established a local bike way system and planning for bicycle facilities is not a priority in the City.

4.1.d. Circulation Issues

1. The current street system functions adequately but does contain some areas of concern including the intersection of Alta/ El Monte, the need to widen segments of these same streets, and the need to improve El Monte/Mountain View to Highway 99.

2. Major streets in the City are of varying rights-of-way and consistent standards have been difficult to apply. While most future roadways need be no more than two travel lanes to accommodate expected traffic to 2010, wider rights-of-way may be needed for traffic beyond the planning period, to safely handle increased truck traffic, or to allow restricted turn movements into developed areas or at intersections.

3. Dinuba's adopted truck route system requires continued monitoring to reflect new growth areas. Such marked routes are advisory to the trucking industry and can also be enforced by local government.

4.2 The Major Street System

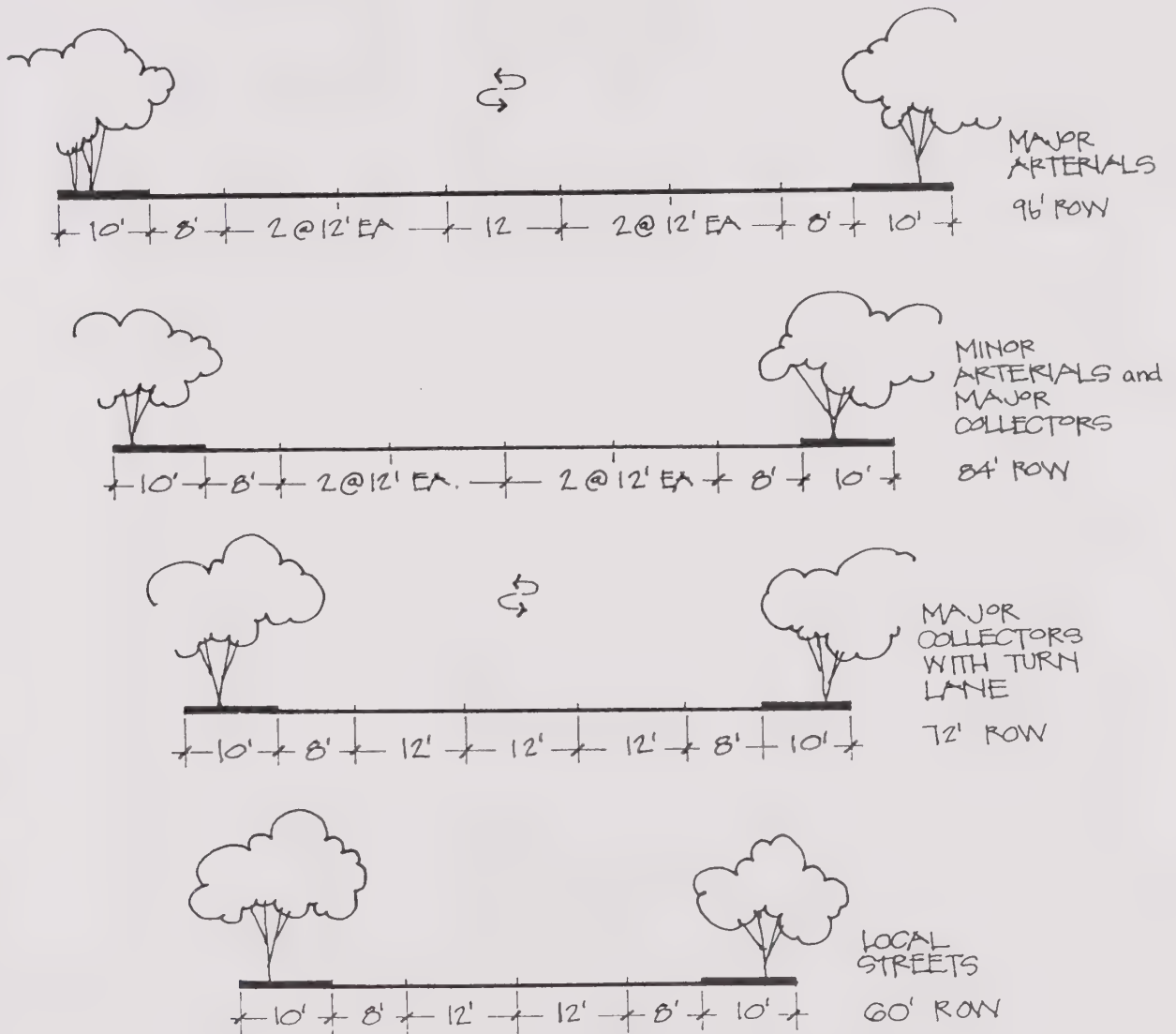
Objective

- A. Develop a circulation network of local roads, collectors, and arterials that will meet projected traffic needs.

Policy, Standards

1. Designate streets according to the following functional classifications:
 - (a) Arterials serve as the principal network for cross-town traffic flow. They connect areas of major traffic generation within the urban areas and connect with important county roads and state highways. They also provide for the distribution and collection of through traffic to and from Collector and Local streets serving residential, commercial, and industrial areas.
 - (b) Collector streets provide for traffic movement between Arterial and Local streets, traffic movement within and between neighborhoods and major activity centers, and limited direct access to abutting properties.
 - (c) Local streets provide for direct access to abutting properties and for very localized traffic movements within residential, commercial and industrial areas.
2. Apply consistent standards for new street development, based on traffic carrying capacity and classification (Figure 3-5).
 - (a) Major arterials shall be developed with a minimum right-of-way of 96 feet, to include four travel lanes, parking, and a two-way left center turn lane or median. Minor arterials may be developed within an 84-foot right-of-way to include four travel lanes undivided, with parking.
 - (b) Major collectors are designed to have an 84-foot right-of-way width which allows four lanes undivided with parking, or two lanes with a two-way left turn center lane. Minor collectors may be developed with a 72-foot right-of-way to include two travel lanes, a two-way left turn center lane, and parking.
 - (c) Local street right-of-way shall be a minimum of 60 feet which allows two travel lanes and parking. The right-of-way may be reduced to 56 feet if a local street segment serves 20 or fewer units, or if a cul-de-sac serves 10 or fewer units.
3. The General Plan map shows the major street system consisting of arterials and collectors. Designated streets and recommended rights-of-way are:

Figure 3-5: Street Cross Sections



See Policy 4.2.A.2.

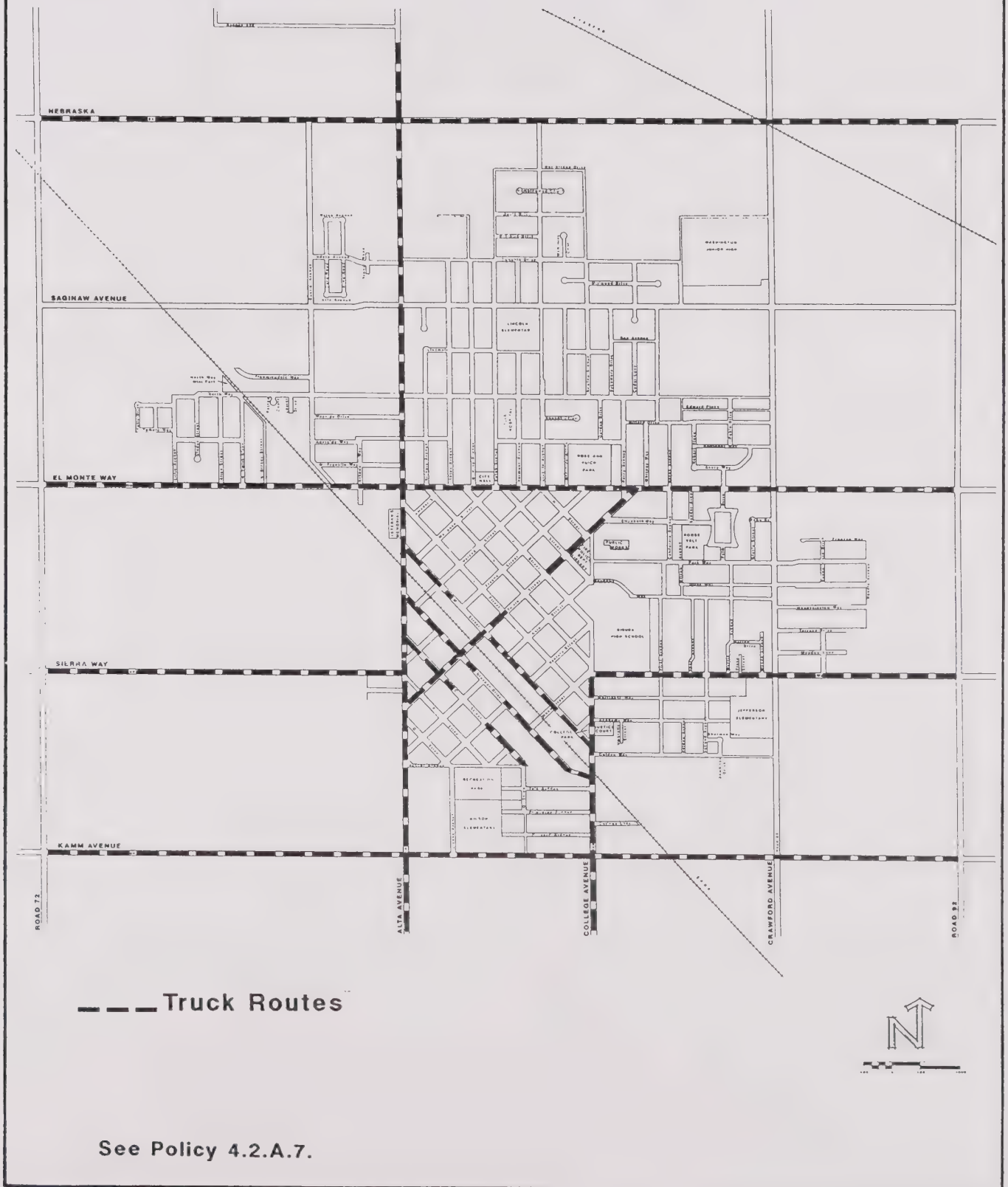
(a)	<u>Arterials</u>	<u>Right-of-way</u> <u>(feet)</u>	<u>Extent</u>
	Alta Avenue	96	N/O Nebraska to S/O Kamm
	Crawford Avenue	84	Nebraska to Kamm
	El Monte Way	96	W/O Road 72 to E/O Road 92
	Kamm Avenue	84	Road 72 to Road 92
	Nebraska Avenue	84	Road 72 to Road 92
	Road 72	84	Nebraska to Kamm
(b)	<u>Collectors</u>	<u>Right-of-way</u> <u>(feet)</u>	<u>Extent</u>
	Alice Avenue	72	El Monte to W. Sierra
	College Avenue	72	S/O Kamm to "M" St.
	Euclid Avenue	72	Saginaw to Nebraska
	"K" Street	84	El Monte to Tulare
	Lincoln Avenue	72	El Monte to Nebraska
	"M" Street	84	Alta to College
	Uruapan Drive	84	Alta to College
	Road 92	84	Nebraska to Sierra Wy
	Saginaw Avenue	84	Road 72 to Road 92
	Sierra Way	84	W/O Road 72 to Alta; College to Road 92
	Tulare Street	84	Alta to El Monte

4. Standards for new street development can be altered or refined through the specific plan or planned unit development process where it can be demonstrated that projected traffic flows can be accommodated.
5. A Level of Service "C" throughout the circulation network is encouraged. This level represents stable operating conditions; occasionally, backups may develop at signals or behind turning vehicles, but acceptable circulation is maintained. The Level of Service could be adjusted on specific roadways or intersections where overriding social or economic benefits to the city can be identified.
6. Make intersection improvements to the existing major street system selectively through traffic engineering solutions rather than major structural improvements. This could include signalization, intersection channelization, use of directional signs, and diversion of traffic onto under utilized streets.
7. Designate truck routes for use by heavy commercial and industrial traffic (Figure 3-6).

(a) Designated truck routes shall be:

Alta Avenue	Nebraska Avenue
College Avenue	"O" Street
El Monte Way	E. Sierra Way, W. Sierra Way
Kamm Avenue	Tulare Street
"M" Street	Uruapan Drive

Figure 3-6: Designated Truck Routes



8. Promote the improvement of El Monte Way as the primary transportation access to the City from Highway 99. To this end, cooperate with Tulare County, Fresno County, and Caltrans to prepare plan lines and secure funding for right-of-way, additional lanes, and signalization.
 - (a) The ultimate development of El Monte should include four travel lanes from Highway 99 to the City.
 - (b) Encourage Caltrans to improve directional signage to Dinuba from major Highway 99 exits.

Objective

- B. Protect rights-of-way for future street development by clearly defining the location of future rights-of-way and establishing street dedication requirements. Such method should minimize adverse impacts on adjacent properties and avoid imposition of street improvement requirements significantly in advance of need.

Policy, Standards

1. Adopt the official plan line process, as provided for in State Law, as the City's method of protecting rights-of-way for future street improvements.
 - (a) Establish official plan lines for all arterial and collector streets included in the Circulation Element of the General Plan.
 - (b) Official Plan lines for El Monte Way, between Alta and Tulare, and for Alta Avenue, between El Monte Way and Vassar, should include potential abandonment or relocation of City streets which now intersection those streets at approximately a 45° angle.
2. Delay or transfer street improvement requirements resulting from the granting of an entitlement for properties located on future arterial or collector streets where the official plan line indicates delay of ultimate street improvements is appropriate.

Objective

- C. Efficiently manage the construction and maintenance of the street and highway system.

Policies, Standards

1. Develop a 5-year Capital Improvement Program to identify and provide adequate sources of funding for both maintenance and improvement of the street and highway system.
2. Develop a traffic monitoring system to assist in establishing a priority system for expending street and highway funds:
 - (a) As an initial step the following priorities are recommended for street improvements:

PRIORITY	PROJECT DESCRIPTION
1	Maintain existing street, alley, and highways facilities.
2	Plan line El Monte Way between Tulare Avenue and Alta Avenue.
3	Plan line as appropriate all other arterial and collector streets included in the Circulation Element.
4	Acquire rights-of-way and widen El Monte Way, between Tulare Avenue and Alta sufficient to accommodate one travel lane in each direction plus a two-way left turn lane.
5	Improve the El Monte/Alta intersection to full arterial standards.
6	Continue the widening of El Monte Way, between Tulare Avenue and Alta Avenue, to full arterial standards.
7	Improve the El Monte/Crawford intersection to full arterial standards.
8	Widen Alta Avenue, between Tulare Avenue and El Monte Avenue, to full arterial standards.

Objective

- D. Maximize the use of site planning techniques to improve traffic safety.

Policies, Standards

1. Require residential developments along arterials to back-on to such streets (with ornamental fencing, landscaping and waiver of access), to provide frontage roads with limited points of access to the street, or front deep lots onto the arterial with on-site turn-around.
2. Discourage direct access to collector streets from residential areas except where physical circumstances do not allow other design solutions.
3. Require the use of street-type driveway approaches on collector and arterial streets for any development containing 20 or more parking spaces.
4. Permit design standards for local streets to reduce right-of-way width and paving where innovative approaches to street design are proposed within a planned unit development.
5. Provide left hand-turn lanes where necessary for access from arterials into high traffic commercial or multi-family developments.
6. Project design shall reflect options for reducing through traffic on minor streets, and for reducing the number of intersections with collectors and arterials.
7. Promote design standards which allow for safe and efficient transport, delivery, loading and unloading of goods from service vehicles within commercial and industrial areas.
8. Develop non-continuous street patterns for interior streets within new subdivisions to protect neighborhoods from the intrusion of through traffic.

4.3 Alternative Transportation Modes

Objective

- A. Promote the use of alternative modes of transportation.

Policies, Standards

1. Encourage transit alternatives to meet the basic transportation needs of the young, the elderly, the handicapped, and the person without access to an automobile.
 - (a) Support and participate in the Tulare County Association of Governments (TCAG) and Transportation Planning Agency (TPA).
 - (b) Maintain opportunities for a transit center within the City where alternative transit modes would connect.
 - (c) Encourage and provide for ride sharing, park and ride, and other similar commuter energy savings programs.
2. Encourage the use of bicycles as a viable means of transportation.
 - (a) Provide bikeway signing for Regional Bike Routes.
 - (b) Support the installation of bike parking racks at public and private places of assembly such as parks, schools, office buildings, churches, and retail commercial developments.
 - (c) Promote bicycle safety education programs in elementary schools through the police and recreation departments.
3. Provide a safe walking environment for pedestrians.
 - (a) Require the installation of sidewalks as an integral part of all street construction.
 - (b) Require street lighting within the rights-of-way of all public streets.
 - (c) Include pedestrian signal indications as an integral part of the installation of traffic signals.
 - (d) Assure adequate sidewalk maintenance.
4. Assure the continuation of railroad freight service to the City of Dinuba.
 - (a) Pursue expansion of industrial facilities that will use railroad freight services.
 - (b) Support and participate in TCAG/TPA, as it relates to rail transportation issues.

5. Promote the growth of private airports to meet the local demands for commuter and charter air passenger service, special haul air freight service, and agricultural crop development services.
 - (a) Support the maintenance and expansion of existing private airports in the vicinity of Dinuba.
 - (b) Seek local development of new industries which would increase demand for airport services.
 - (c) Support and participate in TCAG/TPA, as it relates to aviation issues.

Objective

- B. Upgrade and maintain existing transportation corridors to meet urban safety standards.

Policies, Standards

1. Encourage the development of improved signalization and intersection design.
2. Utilize traffic control devices such as center medians and/or left turn pockets where appropriate.
3. Provide adequate street lighting and traffic control devices throughout the city to ensure safe and efficient mobility.

CHAPTER 5

THE OPEN SPACE ELEMENT

5.1 Introduction and Background

Open space land is a limited and valuable resource which must be conserved wherever possible. The open space element provides a comprehensive approach to the designation and conservation of such lands.

For convenience, topics within the Open Space Element are covered under the following classification system.

1. Open Space for Managed Resource Production, including agricultural lands and lands for mineral production, unique geologic features, wildlife habitat, and lands to protect water resources.
2. Open Space for Health and Welfare, including lands to improve airshed quality.
3. Open Space for Outdoor Recreation, including neighborhood and community parks.

5.1.a. Geology and Soils

No active faults are known within the Dinuba area. The Safety Element indicates that Dinuba is in Seismic Zone III. Strong shaking and ground motion resulting from seismic activity generally is not severe in this zone.

The basic industry in Tulare County and Dinuba is agriculture. In 1986, the total value for agricultural production in the County exceeded one billion dollars. The gradual expansion of urban areas invariably results in a loss of prime soils and a vital economic resource in the County.

There are several Williamson Act contracts within the Dinuba area. These contracts, while tending to preserve agricultural production, can present an obstacle to community growth due to prohibition of urban uses on contract lands. The majority of ag contracts within one mile of the City were successfully protested and will not present an obstacle to planned urban growth.

5.1.b. Hydrology

Groundwater is the sole source of domestic water for the City of Dinuba. With the exception of one major contaminant, groundwater quality is generally high and suitable for domestic purposes without treatment. Dinuba, as well as several other eastside valley communities, has experienced DBCP contamination of city wells. It is likely that most existing wells and new well sites will require treatment to remove DBCP (carbon treatment, air stripping).

5.1.c. Flooding and Drainage

A substantial portion of the community is within flood zone "A," the 100-year flood prone area. The two major historical floods were caused by breaches in the East Branch Canal. Contemplated tributary improvements by the federal government would

eliminate that flood hazard. The City will request that the area be remapped taking into consideration these flood improvement projects.

The City's master drainage plan provides for storm water runoff to drainage basins via street and pipeline systems. Within new development, drainage can be accommodated in temporary on-site drainage ponds.

5.1.d. Vegetation and Wildlife

According to the Tulare County Biological Resources Element, no known rare or endangered plant species occur in the project area. The Biological Resources Element indicates that Dinuba is within the historic habitat of the Blunt-Nosed Leopard Lizard, an endangered species, and the Giant Garter Snake, a rare species. Neither species is known to exist in the project area.

5.1.e. Air Quality

Dinuba is located within the San Joaquin Valley Air Basin. Climatic conditions occurring in the Air Basin are favorable for the development of air pollution. Concentrations of gaseous pollutants are generated by both point (agriculture, industrial) and nonpoint (autos) sources. These pollutants include photochemical oxidants, carbon monoxide, nitrogen dioxide, sulfur dioxide, and hydrocarbons.

Nonpoint sources generate organic gases and oxides of nitrogen which are the main ingredients of photochemical smog. In 1979, nonpoint sources were responsible for 22% of total organic gases and 62% of oxides of nitrogen in the Air Basin. Nonpoint sources contributed 82% of the total carbon monoxide pollutants in 1979, with motor vehicles contribution 95% of that total. Specific air quality data for the Dinuba area is not available; the closest monitoring station is located in Visalia.

5.1.f. Parks and Recreation

There are approximately 23.25 acres of park land in Dinuba at five sites. With a population of 11,295, the City currently has 2.06 acres of park land for each 1,000 residents.

The City has a joint powers agreement with the school system allowing first use option to the City. In return, the City has improved school recreation facilities including the high school pool and tennis courts. There are more than 40 acres of school grounds in play fields which contribute significantly to meeting community recreation needs.

Programs provided by the recreation department include child care, swimming lessons, competition swimming, aerobics, square dancing, karate, city league softball and basketball, soccer, baseball and tennis.

5.1.g. Open Space Issues

1. The major environmental concerns are DBCP contamination of wells, possible flooding hazards, air quality and the loss of prime agriculture land. It appears that DBCP contamination (with the lowering of the standard to 0.1 ppb) can be mitigated by pre-treatment. Initial installation will be costly and could also result in additional disposal and maintenance costs.

2. Flooding hazards will be mitigated through adoption and construction of a master drainage plan. This system could also aid the City by retaining storm water in basins to act as groundwater recharge.

3. Poor air quality in the valley is more a result of transport from other regions and generation in larger metropolitan areas. Mitigation will come from policies and programs of the Air Pollution Control District, State Air Resources Board and Federal Environmental Protection Agency.

4. The loss of agricultural land is considered unavoidable with urbanization on the Valley floor. The process of conversion can be slowed and managed by phased, contiguous growth of cities and continued use of such programs as the Williamson Act.

5. There will be the need to develop additional park space. Neighborhood parks are needed in the northern portion of the City. The issue of a larger community park must also be addressed. The major issue is the need to adopt a reasonable park space standard which is achievable from a cost and development standpoint. It may also be possible to use other facilities such as school grounds or ponding basins to satisfy park space demand.

5.2 Open Space for Managed Resource Production

Objective

- A. Preserve agricultural land resources within the Dinuba planning area for continued agricultural production.

Policies, Standards

1. Assure the continuation of agricultural production as an important economic activity by designating areas not required for urban use as agriculture.
2. New residential development shall be contiguous to existing urban development where feasible.
3. Urban improvements and service extensions into agricultural areas shall be used as a means to control the timing and direction of fringe development.

Objective

- B. Protect water resources within the Dinuba area to provide sufficient quantities of good quality water.

Policies, Standards

1. Regular water bacteriological and chemical analysis shall be continued.
2. Protect areas of natural groundwater recharge from land uses and disposal methods which would degrade water quality.
3. Expand programs to recharge the groundwater supply.
4. No development shall be approved in the city unless the development is ultimately served by the city sewer system.
5. Water conservation methods should be continued.

5.3 Open Space for Health and Welfare

Objective

- A. Improve air quality to meet State and National Ambient Air Quality Standards.

Policies, Standards

- 1. Assist and cooperate with local, state and federal agencies to improve and maintain air quality.
- 2. Review proposed projects to reduce negative air quality impacts.

Objective

- B. Ensure that natural and man-induced hazards are adequately addressed in the location and intensity of development in the city.

Policies, Standards

- 1. Promote the use of innovative site planning to avoid on-site hazards and minimize risk levels.
- 2. Establish a 5-minute, or 2.5 mile response program to urban uses throughout the Dinuba urban area for fire protection services.
 - (a) Require sprinklerization for all new commercial and industrial uses according to standards of the National Fire Protection Association.
 - (b) For new residential uses outside the 2.5 mile service area, require sprinklerization or the construction of a temporary fire station.
- 3. Establish hydrant placement, line sizes and fire flow requirements according to the Insurance Services Office Grading Schedule.
- 4. Adopt zoning ordinance amendments providing for increased yard spaces and/or wall development for light and heavy industrial uses deemed hazardous or detrimental to public safety, especially those businesses processed as conditional or special uses.
- 5. Consider seismic and public safety concerns in the environmental review process.
- 6. Implement a regional emergency operations plan, incorporating a uniform emergency operations procedure under guidelines of the California Emergency Services Act.
- 7. Implement an inspection program of old and new unreinforced masonry structures.
- 8. Ensure that disaster planning for the City of Dinuba includes policies appropriate to problems associated with hazardous wastes.

5.4 Open Space for Outdoor Recreation

The purpose of this plan is to prepare a long-range guide for the establishment of a city-wide system of public parks and recreation facilities. The principal goal is to spell out the requirements of an adequate parks and recreation system so that Dinuba residents may enjoy a variety of recreation activities.

Objective

- A. To provide an adequate supply and equitable distribution of local-serving parks based on the existing and projected population.

Policies, Standards

- 1. Develop park space based on a standard of 2.5 acres/1,000 residents for neighborhood parks and 1 acre/1,000 residents for community parks.
- 2. The recreation needs of all age groups shall be considered.
- 3. Recreation sites shall be central and accessible to the population served.
- 4. Parks shall be protected from intrusion by other uses. Areas designated for recreation sites shall be preserved through zoning or the specific plan process for this use.

Objective

- B. Identify development priorities for parks which consider the long-range financial ability of the City consistent with community needs.

Policies, Standards

- 1. Established development priorities are:
 - (a) Develop neighborhood park space in parts of Dinuba deficient in such space, including new annexations.
 - (b) Improve existing neighborhood parks.
 - (c) Develop a new community park and special recreation facilities.
- 2. These priorities will guide preparation of the parks portion of the City's annual capital improvement program. The precise scheduling of park projects will be influenced by financial conditions that change from year to year.
- 3. The City will review the Open Space Element at least every five years to consider changing priorities and schedules for acquisition and development.

Objective

- C. Cooperate with other agencies in providing park and recreation facilities.

Policies, Standards

1. The City shall develop joint-use facilities, where feasible, with the Dinuba Unified School District and continue to use school sites for City recreation programs.
2. The City will coordinate with public schools, private industry and commercial developers to help attain maximum use and minimum duplication in the cost of park and recreation facilities.
3. Where a county-wide recreation need is demonstrated in an area adjacent to the City, cooperative park development programs shall be encouraged on a cost-sharing basis. Joint power agreements between Dinuba and County agencies may be developed to provide for the acquisition and/or development and operation of parks in this context.

Objective

- D. Acquire and develop park lands according to the policies and standards adopted as part of this plan.

Policies, Standards

1. Locations for future park sites are schematic and may be located on any suitable lands in the general vicinity.
2. If a subdivision, site plan, general plan amendment or rezoning is proposed on land which is designated for potential park use, prior to entitlements, permits or other approvals, the City Council shall:
 - determine the feasibility of accelerating public acquisition of the property.
 - authorize an appraisal of the property if acquisition is contemplated.
 - initiate eminent domain proceedings and negotiate the purchase of the property.

If the City Council determines that acquisition of the property for park use will not occur within one year, the processing of the development plan may proceed.

3. When a site designated for a park is part of a subdivision map, the City may require the subdivider to dedicate the park area and prepare plans for its phased development. The park proposal shall be consistent with this element.
4. In general, the City shall not consider acquisition of any sites less than two acres in size for park use except in areas found to be deficient according to standards of the plan.
5. Private open space is not considered park space for purposes of this element. Developers should be required to include usable private recreation open space within higher density projects to offset the lack of private yard space. This requirement should be a minimum of 10% of the net project site.

Objective

- E. Develop a method of financing park and recreation facilities throughout the City using a variety of revenue and human resources.

Policies, Standards

1. Aggressively seek State, Federal, and local grants to improve City recreation services.
2. Update as necessary the Park Development Fee to meet the requirements of the Open Space Element as it relates to the responsibility of developers.
3. The use of appropriate special districts, such as benefit-maintenance districts, shall be used to provide for park land, maintenance, and recreation facilities and programming.
4. Support the establishment of public non-profit corporations with the purpose of promoting and supporting City park and recreation services and facilities for the general public.
5. Continue to promote the use of volunteers and community groups for the provision of recreation programs, services, operation and maintenance and development of parks.
6. Maintain reliance on General Fund support for basic park maintenance and recreation base line services.
7. Conduct economic development studies of the park and recreation system to determine the types and proper locations of revenue generating services. Once the studies are complete, the Department should actively pursue concession and self-managed operations and fee increases where indicated.
8. The City should finance those aspects of Open Space Element not funded through grants, fees or land dedications through such approaches as:
 - general obligation bonds
 - revenue bonds
 - Mello Roos Community Facility District bonds
 - assessments in existing or new special districts
 - general fund tax increase

CHAPTER 6

IMPLEMENTATION

6.1 General Plan Amendment

The General Plan is a long-term plan for orderly growth of the City. The Plan, however, is a combination of a Land Use Map, showing specific allowed uses, and a set of governing policies. The policies define the City's objectives and guide future growth; the map is the specific implementation of those policies, showing what is felt to be the best overall land uses for the community. However, it is only one of many possible choices. Certain specific conditions unique to a particular parcel of land may suggest a better use and if such change is beneficial for the community, an amendment should be considered. Amendments should meet the following guidelines:

- be consistent with the policies and intent of the adopted General Plan.
- be within the capacities of the public facilities plan, or contain an agreement for developer financing of excess facility costs.
- be compatible with adjacent existing and planned land uses.
- comply with all provisions of subdivision and zoning ordinances, development standards, and other City development documentation.

General Plan amendments will follow a prescribed review process, with scheduled amendment cycles, format, and project data requirements.

6.2 Preparation of Specific Plans

Specific plans can be required as a basis of implementing important policy issues in the General Plan, or further defining development requirements in major locations. The plan defines locations where specific plans are suggested to assure integrated development patterns for major new land use areas. These plans can be completed by the City, or required of developers at time of application for entitlements.

6.3 Development Regulations

Zoning and Subdivision Ordinances. These ordinances provide the requirements for modifications to land use and site design. The subdivision ordinance carries out the requirements of the state Subdivision Map Act and local steps in the review and approval process. The zoning ordinance provides adopted City standards for development of a site with a given land use designation. It defines the zone districts allowed in the City, the uses permitted within those districts, and major development standards. It also contains procedures for other entitlements such as site plan review and conditional use permits.

Building, Housing, and Fire Protection Codes. Up-to-date building, plumbing, and electrical codes are important measures toward avoiding further expansion of blighted housing conditions. These codes establish minimum standards for structural strength, plumbing and electrical installations, and fire protection.

The housing code is a means of securing proper light and ventilation, basic sanitary and heating equipment, and minimum space requirements for occupancy. The housing code will assure gradual upgrading of older homes and prevention of the spread of blight.

Development and Design Standards. While development standards for each zone district are included in the zoning ordinance, additional standards are required to manage the quality of future growth. These standards define the normal requirements for street and sidewalk patterns, fences, and such supporting detail. They also provide the requirements for land use matters not covered by the zoning ordinance, such as landscape setbacks and standards for special uses or bike path standards. These standards should be reviewed and updated routinely and applied carefully to each development application.

6.4 Capital Improvements Program

The City provides service to the people and regulates certain activities for the common good. Therefore, the most important decisions of the City will be those which determine which services will be provided, and which level of standard of service should prevail. The framework for the systematic provision of needed public services is provided by the capital improvements program.

The capital improvements program provides a priority list of public improvements which will be needed over a five-year period. From this list, projects are selected and recommended to the City Council for inclusion in the annual budget. Each year the program is extended an additional year to maintain the five year perspective. Financial data, including revenue estimates, capital project costs, and costs of operation and maintenance once projects are completed, become a vital part of the program.

The fiscal impact of new development on public facilities must be clearly defined, with the intention that the cost of extension of public facilities be offset by the development proposed.

6.5 General Plan Interpretation

In the administration and interpretation of the General Plan, it must be understood that the entire text of this report and the Land Use Map which accompanies it constitutes the Dinuba General Plan. While the Land Use Map probably will be referred to most frequently by the public, the map cannot be interpreted without referring to the text.

When questions of interpretation arise, the City Planning Department should prepare written interpretations for review with the Planning Commission and City Council. Over time, these interpretations will constitute a body of opinion and a record for consistent application as the Plan is carried out. Written interpretations will also be valuable to the process of annual review of the General Plan, providing the basis for possible amendments which require public hearings and adoption.

The word "general" is a key to understanding the nature of policies and proposals of the General Plan. It implies overall agreement on major questions without a straight jacket of inflexibility; it implies variation and encourages innovation while working toward the achievement of common goals; and it implies adjustment of policies and proposals as changing conditions may dictate.

A properly administered General Plan demands that reasonableness be applied to permit flexibility, variation, and adjustment as long as the integrity of basic policies is maintained. However, any changes in policy or of proposals by law must result only from careful study. Such study must be made independent of pending applications for controversial development proposals, temporary fiscal problems, and other "matters of the moment." The integrity of the Plan must be maintained if it is to be an effective instrument of public policy among units of government, private enterprises, and the public at large.

6.6 Public Facility

Financing of major sewer, water and street capital improvements will come from a combination of public and private funds. A set of administrative guidelines is recommended below which determines the source and timing of financing for the required capital improvement projects. The recommended guidelines will assure that adequate financing will be available to construct all capital facilities required to support future community growth.

6.6.a. Sewer Facility Financing

The estimated cost of sewer system extensions required by projected growth in the planning period is \$1.47 million in 1988 dollars. This system expansion includes 44,000 feet in sewer mains, ranging from 10-inch to 18-inch diameter, and two pump stations. Financing system expansion will come from three primary sources:

- developer construction as part of new projects
- special revenue sources (i.e., grant funds)
- the sewer enterprise fund

Each of these revenue sources are available to fund some portion of the required system expansion. The following guidelines are based on the objective of asking those developments requiring the extended facilities to provide the financing:

1. When a sewer system extension or expansion is required to serve a specific development, the extension or expansion will be provided by the project developer at his cost.
2. A developer installing sewer facility extensions or expansions will be reimbursed the following:
 - a. The additional cost incurred in providing oversized mains above the cost of an 8-inch main. Reimbursement is based on actual bid differential and will be paid from the sewer fund when the line is complete and accepted by the City.
 - b. Sewer connection fees paid to the City by future development connection to the extended main. These fees, less a 5% administration fee, will be returned to the developer annually for a period of at least 5 years, but in no event longer than 10 years.
 - c. When an extension or expansion is directly beneficial to other existing developed areas, the City will negotiate a shared cost for the portion of the extension that is of broader benefit. This shared cost should reflect the benefit to existing development compared with future development.

That pro rata share of the capital cost that benefits existing development should be reimbursed to the developer by the City when the improvement is complete and accepted by the City.

3. System expansion or upgrades which benefit broad areas of the existing City will be financed from the City sewer fund, or from appropriate special sources, such as grant funds, redevelopment agency tax increment revenues, improvement districts or amended user fees.

6.6.b. Water Facility Financing

The estimated capital cost for water facility improvements is \$1,824,840 in 1988 dollars. The financing mechanisms recommended combine public and private revenue sources, and guidelines which administer revenue generation are similar to those recommended for sewer facilities:

1. When a water system extension or expansion is required to serve a specific development, the extension or expansion will be provided by the project developer at his cost.
2. A developer installing water facility extensions or expansions will be reimbursed the following:
 - a. The additional cost incurred in providing oversized mains above the cost of an 8-inch main. Reimbursement is based on actual bid differential and will be paid from the sewer fund when the line is complete and accepted by the City.
 - b. Water connection fees paid to the City by future development connection to the extended main. These fees, less a 5% administration fee, will be returned to the developer annually for a period of at least 5 years, but in no event longer than 10 years.
 - c. When an extension or expansion is directly beneficial to other existing developed areas, the City will negotiate a shared cost for the portion of the extension that is of broader benefit. This shared cost should reflect the benefit to existing development compared with future development. That pro rata share of the capital cost that benefits existing development should be reimbursed to the developer by the City when the improvement is complete and accepted by the City.
3. System expansion or upgrades that are required to benefit broad areas of the existing developed City will be financed from the City water fund, or from appropriate special sources, such as grant funds, redevelopment agency tax increment revenues, improvement districts or amended user fees.

6.7 Major Street Financing

The extensions and improvements required to support circulation needs are of two types--those required to extend the street network for new development, and those which are necessary to expand or upgrade the existing major street network. Currently, the City finances major street construction through developer participation as part of new development, and uses gas tax money for ongoing maintenance and construction of street light and traffic signal improvements. Some additional funds from federal roads

programs have been available, but are virtually depleted and replacement funds are unlikely. A long-term financing plan that develops new revenue sources is essential to future road extensions.

Financing of streets is recommended to come from a combination of developer construction, developer fees and special sources based on the following guidelines:

1. All new development should be responsible for the installation of the equivalent of 1/2 of a local street along the property frontage regardless of the classification of the street. A local street is assumed to have a 60 foot right-of-way (30 feet on either side of the center line) and street improvements include sidewalks, street lighting, street trees, curbs, gutters and pavement.
2. For a local street with a 10 foot parkway, installation of the above improvements would provide only 20 feet of roadway, insufficient for two-way traffic. Therefore, when development occurs only on one side of a local street, the developer should construct an additional two feet of paved roadway. If necessary, the City's power of eminent domain should be used to acquire the additional right-of-way. The developer should be reimbursed for the additional cost either from eventual development on the opposite side of the roadway or from street funds budgeted specifically for that purpose.
3. As a condition of approval, the developer may be required to construct a two-lane roadway with 24 feet of paving connecting the development to the nearest existing street with at least 24 feet of paving. The developer would be subject to reimbursement as the properties adjacent to the connecting roadway develop or from street funds budgeted specifically for this purpose. Again, the City's power of eminent domain may be used as necessary. The two-lane connecting roadway may be located at any appropriate place within the travel way of the future street right-of-way.
4. The center portion of all major roadways (that portion of the travel way located between lines 30 feet from each right-of-way line) should be assigned as a general public responsibility. Construction of the center portion of the major streets may be financed from several potential sources such as the capital improvement program; the proposed county-wide sale tax increase for street improvement; establishment of a development fee to be levied against each property as it develops, or any other method established by the City. The City may require the developer to complete the center portion of a major roadway, subject to later reimbursement.
5. In addition to construction of new streets, several existing streets require widening and reconstruction, such as El Monte. It is recommended that improvements of these streets be assigned as a general City responsibility and financed as described in (d). The City should be reimbursed by adjacent properties should they undergo development or redevelopment. The reimbursement should be for right-of-way costs and equivalent cost of constructing 1/2 of a local street along the property frontage.

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